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Federal Aviation Administration

General Aviation Activity and Avionics Survey

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Annual Summary Report 1984 Data

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October 1985

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Office of Management Systems
Information and Statistics Division

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16. Abstract

This report presents the results and a description of the 1984 General Aviation Activity and Avionics Survey. The survey was conducted during 1985 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 12.7 percent of the general aviation fleet. A response rate of 59.5 percent was obtained. Survey results are based upon responses but are expanded upward to represent the total population

Survey results revealed that during 1984 an estimated 36.1 million hours of flying time were logged by the 220,943 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 158 hours. The active aircraft represented about 82.6 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, and engine hours estimates. In addition, tables are included for detailed analysis of the avionics capabilities of the general aviation fleet. Estimates of general aviation miles flown in 1984 have also been included in this report, broken down by aircraft type.

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PREFACE

This report presents the results of the 1984 General Aviation Activity and Avionics Survey. The survey is the continuation of an FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. Within the FAA, the Information and Statistics Division sponsored and coordinated the activities associated with the survey. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, and with contract support from the Systems Development Corporation, developed the sample design and computer system for sample selection, data editing and estimation of results, ran the system during survey production, analyzed survey results, and prepared the survey report. TSC transferred the survey responses to machine readable forms and was also responsible for printing names, addresses, and aircraft information on the survey questionnaires. DYNATREND, Incorporated produced the camera-ready copy of this report.

Individual contributions to this survey include: Nicholas Soldo and Patricia Carter, AMS-420, who sponsored the project and reviewed the results; Donald Wright, TSC, who guided the project and reviewed the output; Judith Schwenk, TSC, who developed the computer specifications; Bruce Rovner, TSC, who managed the survey operations; Steve Walkinshaw and Tina Aiello, TSC, who reviewed and updated the text; Marilyn Marotta, Ken Paciulan and James Egan of Systems Development Corporation, who revised the computer programs for the 1984 survey and performed the production runs to produce the estimates contained in this report; and James Kelley and Betsy Marden, of DYNATREND, Incorporated, who provided editorial support and redesigned the graphics.

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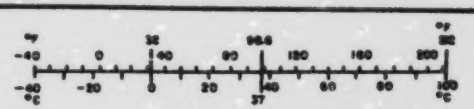
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
	AREA			
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
	MASS (weight)			
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
	VOLUME			
tsp	teaspoons	5	milliliters	ml
tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.96	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
	TEMPERATURE (exact)			
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
	AREA			
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
	MASS (weight)			
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
	VOLUME			
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
	TEMPERATURE (exact)			
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



EXECUTIVE SUMMARY

This report presents the results of the eighth General Aviation Activity and Avionics Survey, conducted in 1985 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1984 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 12.7 percent of the registered general aviation fleet to participate in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, yielding in total a response rate of 59.5 percent.

Some important survey findings appear below:

- An estimated 36.1 million hours of flying time were logged by the 220,943 active general aviation aircraft in the U.S. fleet during 1984. There was a 3.6 percent increase in the number of active aircraft from 1983 to 1984. The active aircraft had a mean flight time per aircraft of 158 hours and represented about 82.6 percent of the registered general aviation fleet.

- Turboprop and turbojet aircraft averaged a greater number of flight hours per aircraft than other aircraft types with 414 hours and 353 hours, respectively. Twin engine turboprops with 13 or more seats flew almost 1112 hours per aircraft. In contrast, single engine piston powered aircraft with fewer than four seats averaged approximately 140 hours.

- The most common primary use of general aviation aircraft was personal for an estimated 48 percent of the active fleet, followed by business for 21 percent of the fleet, and executive for 8 percent of the fleet.

- The most populous region in terms of based aircraft was the Great Lakes Region, which housed an estimated 18 percent of all registered general aviation aircraft, followed closely by the Western-Pacific Region with 17.2 percent. The most populous state was California, which housed 13.6 percent of the registered aircraft.

- About 84 percent of the general aviation aircraft had two-way VHF communication equipment, about 64 percent were equipped with 4096-code transponders, about 56 percent had at least one component of an instrument landing system, and about 79 percent had some form of navigation equipment.

- An estimated 25.5 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 67.5 percent of the GA fleet could not fly above 12,500 feet due to avionics limitations alone.

- An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1984.

- About 77 percent of the total hours logged by the 1984 general aviation fleet were flown in visual meteorological (VM) conditions during the day. Aircraft flown in VM night, instrument meteorological (IM) day, and IM night conditions accounted for 11 percent, 9 percent, and 3.5 percent of the total hours flown, respectively.

- The general aviation aircraft fleet consumed an estimated 1,201 million gallons of fuel during 1984: 462 million gallons of aviation gasoline and 739 million gallons of jet fuel.

- The general aviation aircraft fleet flew an estimated 4,393 billion air miles during 1984.

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1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1984, general aviation composed over 98 percent of the U.S. civil air fleet[1], accounted for 77 percent of civil operations at FAA towered airports[2], and logged 78.8 percent of the total hours flown by the U.S. civil air fleet[3]. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1 was the mandatory aircraft registration renewal form, (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation fleet. The 1984 statistics in this report were derived from the eighth survey, which took place in 1985. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government.

---

[1]Census of U.S. Civil Aircraft, Calendar Year 1984, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1985), p. 4.

[2]FAA Air Traffic Activity, Fiscal Year 1984, Federal Aviation Administration, (Washington, DC, 1985).
Note: General aviation as used in this report combines both general aviation and air taxi from the source above.

[3]Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1984, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1985), p. 21. General Aviation: Table 2.4

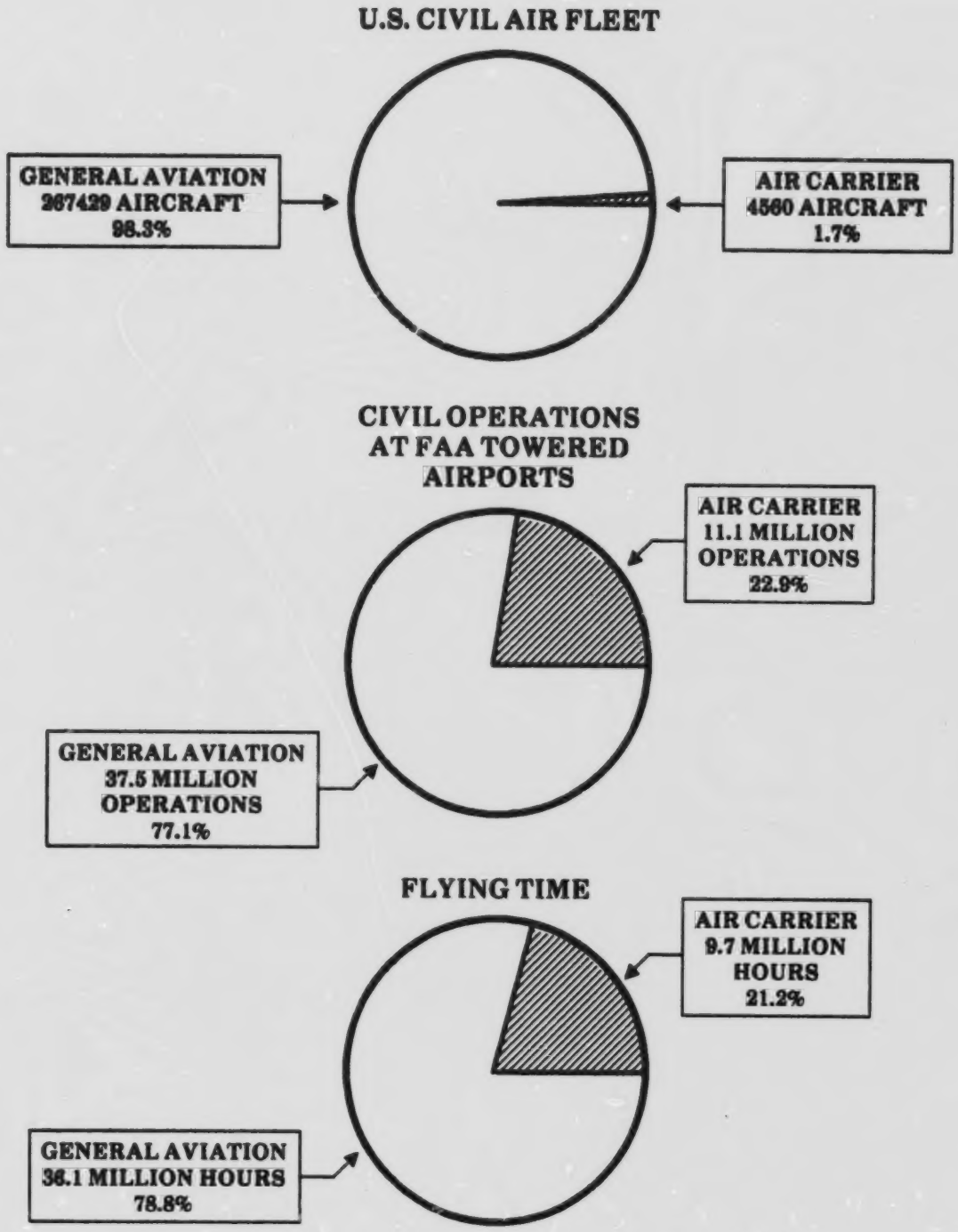


FIGURE 1.1. A COMPARISON OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1984

1.2 SURVEY COVERAGE

1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation," as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations Parts 121 and 127. These two parts cover the operations of fixed wing aircraft and rotorcraft, respectively, that 1) have been issued a certificate of public convenience and necessity by the Civil Aeronautics Board authorizing the performance of scheduled air transportation over specified routes and a limited amount of nonscheduled operations, and 2) are used by large aircraft commercial operators. General aviation thus includes aircraft operated under:

Part 91: General operating and flight rules.

Part 123: Certification and operations: air travel clubs using large airplanes.

Part 133: Rotorcraft external load operations.

Part 135: Air taxi operators and commercial operators of small aircraft.

Part 137: Agricultural aircraft operations.

General aviation offers such varied services as air taxi, air cargo, industrial, agricultural, business, personal, instructional, research, patrol, and sport flying. General aviation aircraft range in complexity from simple gliders and balloons to four engine turbojets.

Certain aircraft meeting the general aviation criteria have been excluded from the survey. This group consists of aircraft registered to dealers, aircraft in the process of being sold or with registration pending, and aircraft for which not enough information was available to categorize them properly for sampling purposes.

1.2.2 Geographic

The sample survey conducted by the FAA covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1984. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington, D.C., with about 0.20 percent (560 aircraft) registered in Puerto Rico and other U.S. territories, and 0.72 percent (1918 aircraft) registered to owners living in foreign countries.[1]

1.2.3 Content

Appendix A.3 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide the following information on the sampled aircraft's characteristics and uses for various periods:

[1]Source: FAA Aircraft Registration Master File as of December 31, 1984.

1) Hours by use, IFR hours, percentage of hours flown in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during the day and evening, and fuel consumption for entire calendar year 1984,

2) Airframe hour reading and location of aircraft base as of December 31, 1984, and

3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The method of collecting data used by the FAA for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing in April, 1985, covered all 33,996 aircraft in the sample and had a response rate of 47.6 percent as shown in Table 1-1. This was about 80 percent of the total responses to the survey. The second mailing conducted in May, 1985, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 22.6 percent which accounted for 20 percent of the total responses to the survey. The combined response rate for the two mailings was 59.5 percent.

TABLE 1-1. SUMMARY OF RESPONSE INFORMATION BY SURVEY PHASE

SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE (R/(TOTAL R) X 100%)
FIRST MAILING	33,996	16,185	47.6%	80%
SECOND MAILING	17,811	4,033	22.6%	20%
TOTAL	33,996	20,218	59.5%	100%

1.4 SUMMARY OF SURVEY RESULTS

1.4.1 National Scene

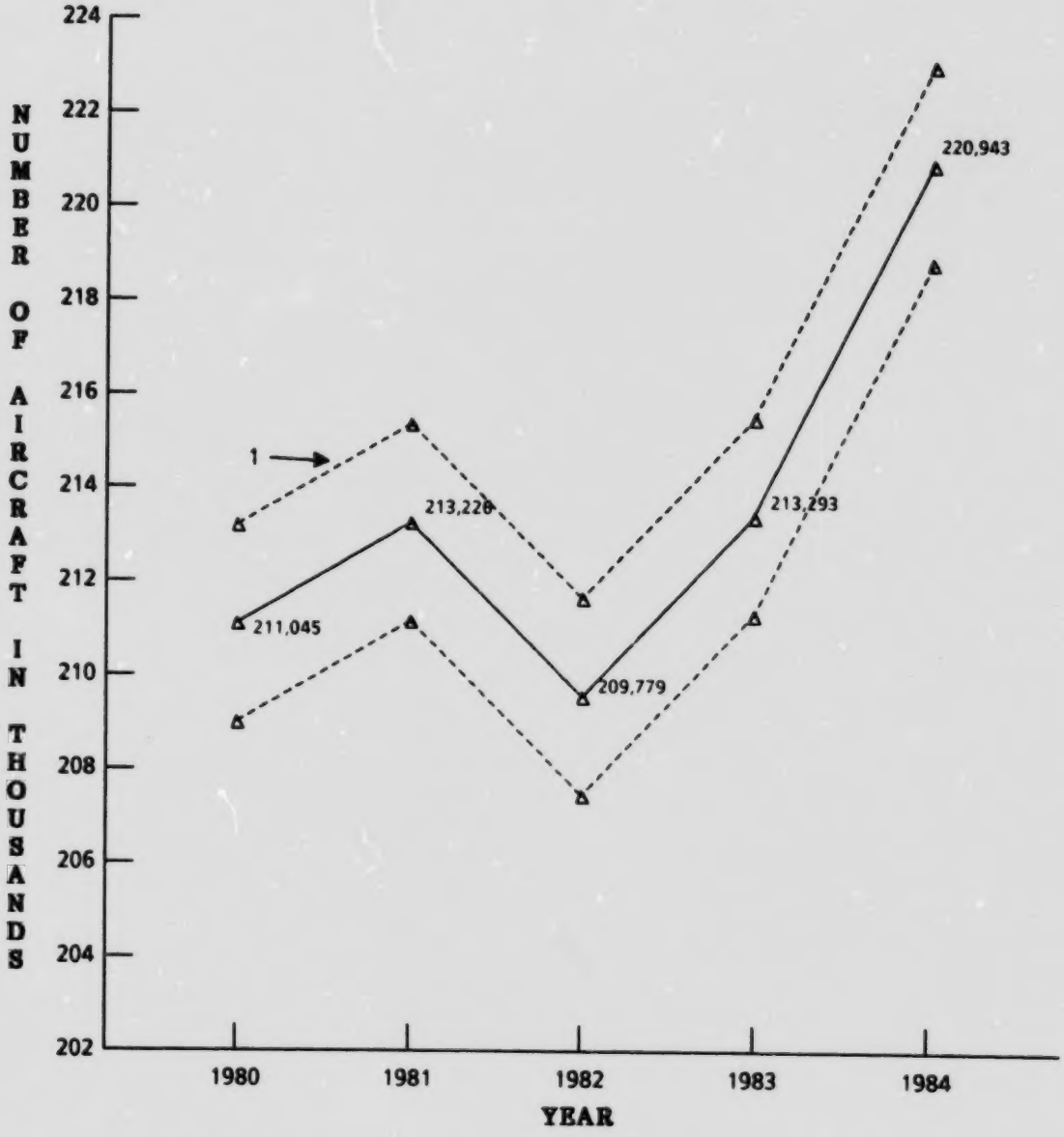
Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1984 an estimated 36.1 million hours of flying time were logged by the 220,943 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 158 hours. These aircraft comprised 82.6 percent of the registered general aviation fleet. The statistics for 1984 showed a 2.5 percent increase in flying hours, a 3.6 percent increase in the number of active aircraft in the general aviation fleet, and a 3.7 percent decrease in mean hours per aircraft over the comparable figures for 1983. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. In past years, as the number of active aircraft has increased, the other activity measures have shown a steady decrease. In 1984, while the number of active aircraft has continued to increase and the mean hours per aircraft continued to decrease, the total hours flown showed a slight increase over 1983. The increase in total hours did not result in an increase in mean hours flown per aircraft because the increase in the number of active aircraft more than offset the increase in total hours flown.

While results discussed above indicate certain trends in the number of active aircraft, the activity of the general aviation fleet (total hours flown) and the average hours flown per active aircraft, year to year changes may not be statistically significant. An examination of the standard errors and confidence intervals for the chosen level of confidence is needed to determine statistical significance (change not due to sampling variances). Figures 1.2 , 1.3, and 1.4 give the confidence intervals estimates over several years at the 95 percent level of confidence (± two standard errors).

1.4.2 Results by Aircraft Type

The most heavily used aircraft types were fixed wing turboprops with 13 or more seats, averaging over 1100 hours per aircraft, because of their heavy commercial usage as commuter air carriers and air taxis. There was a great deal of variation in activity among all types of general aviation aircraft in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.5 highlights the variation as well as the relationship of these three measures to each other. Distance along the vertical axis indicates mean flight hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet belonging to each aircraft type, and the area within each box is proportional to the total flying time for the aircraft type. Thus, it is evident that in terms of sheer numbers, single engine piston aircraft dominated the active fleet and contributed the largest portion of total flying time, yet had one of the lowest mean flight times per aircraft. In contrast, the turboprops, turbojet aircraft, and rotorcraft had low representation in the active fleet but contributed a relatively high proportion of flight time resulting in the greatest mean flight hours of any of the major aircraft types.

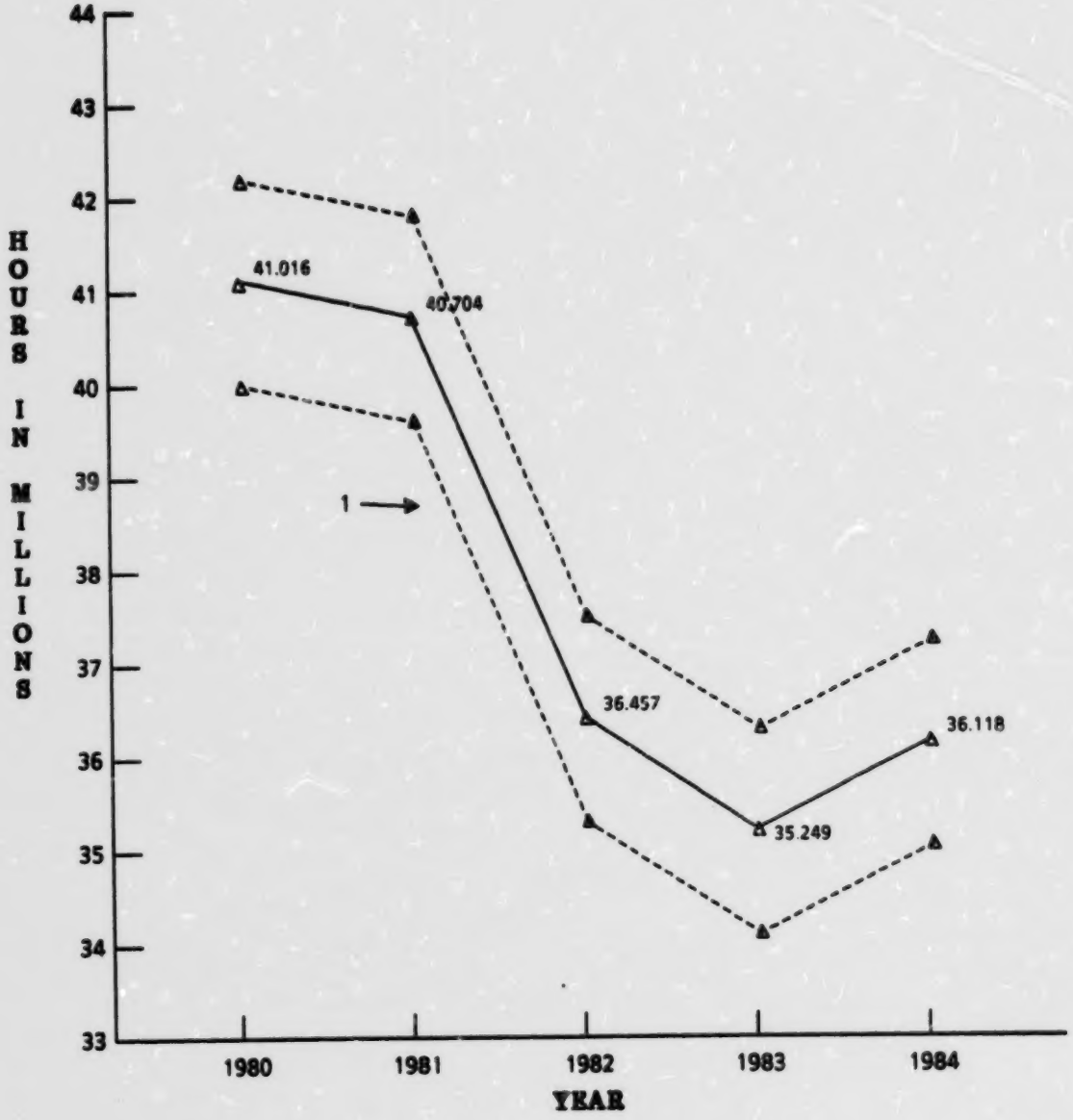
Five-year trends from 1979 to 1984 for total flight time and number of active aircraft are shown by aircraft type in Tables 1-2 and 1-3. Even though the number of active aircraft has registered an annual growth rate of about 1.0 percent, the trend for total flight time is downward at an annual rate of-3.6 percent. Closer examination of the tables reveals that the fixed-wing single engine piston aircraft and small twin engine piston aircraft are largely



SOURCE: TABLE 1-3

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1980-1984 TRUE VALUES. SEE APPENDIX B

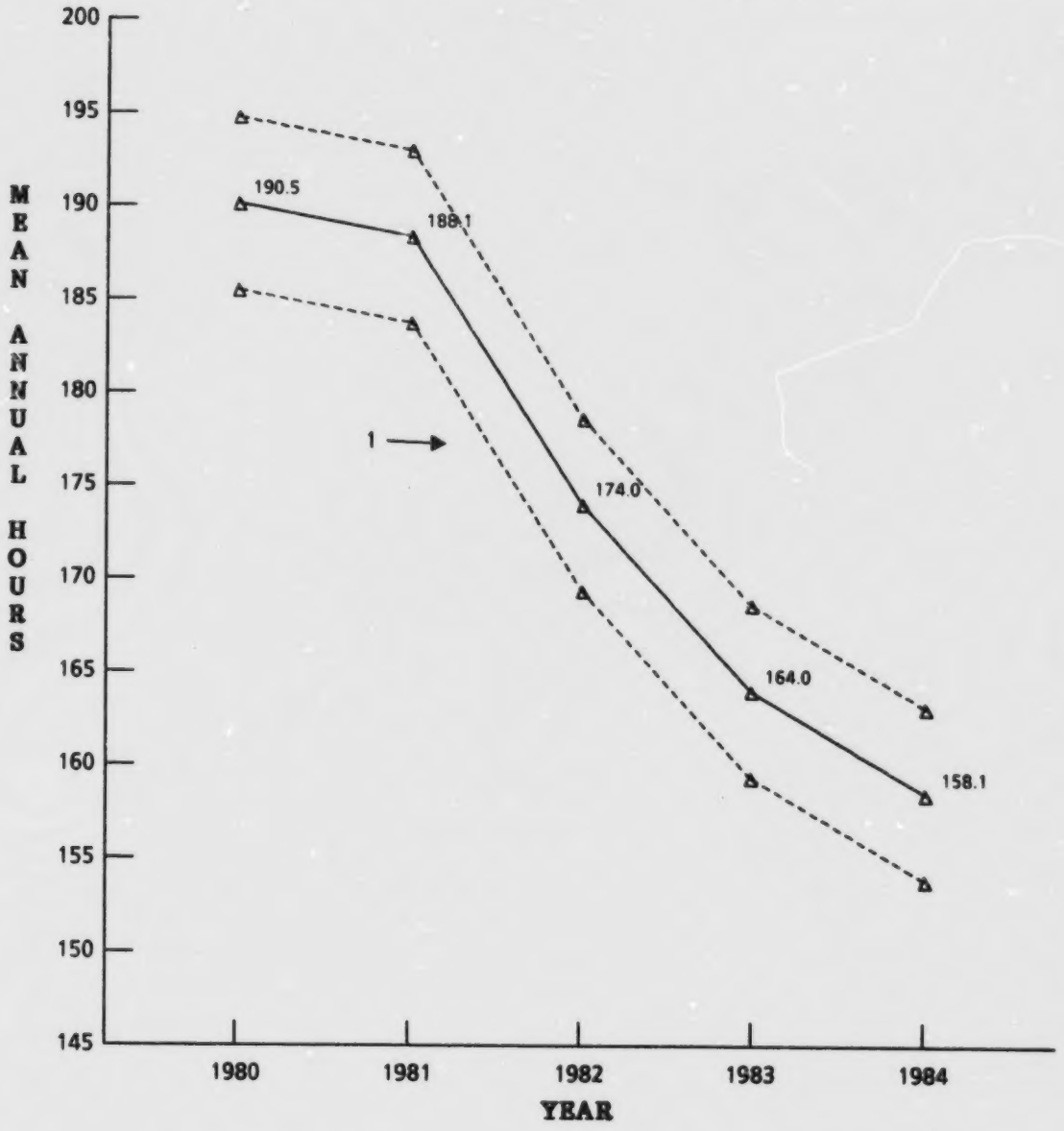
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE, 1980 - 1984



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1980-1984 TRUE VALUES. SEE APPENDIX B

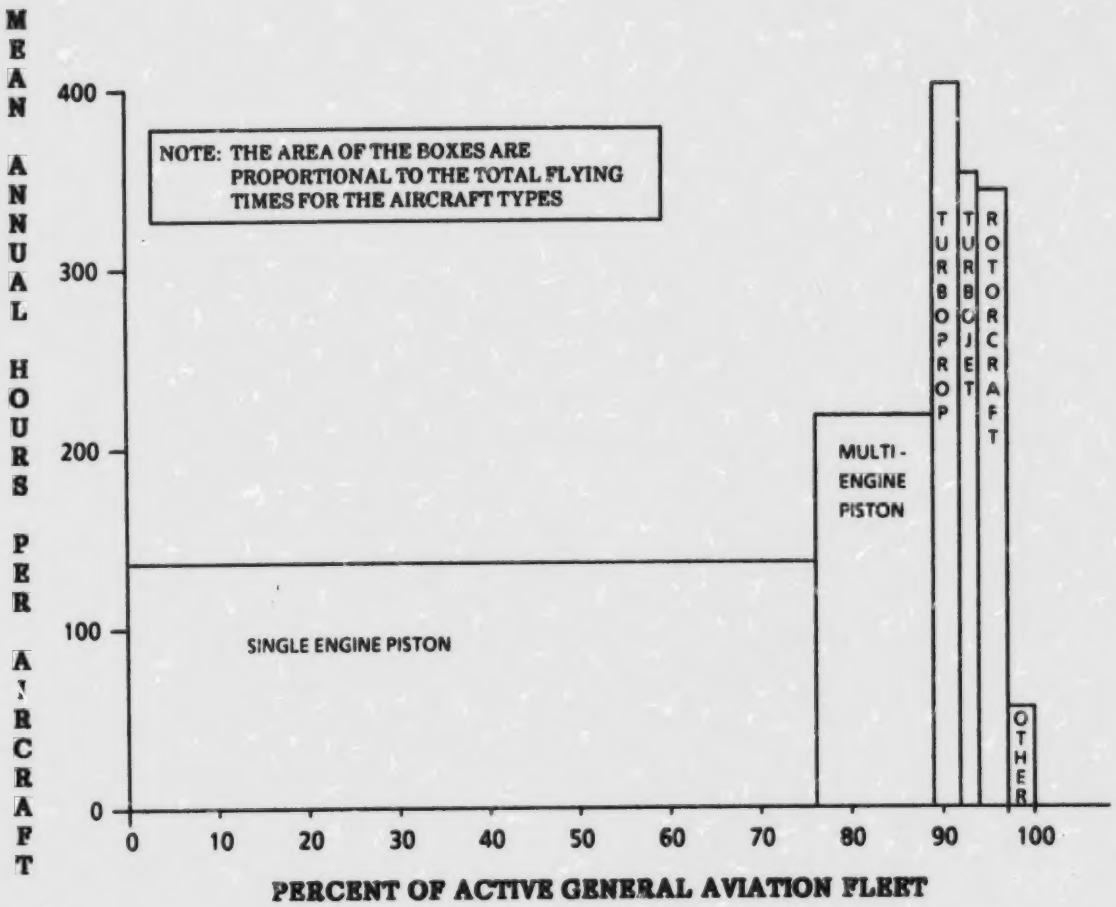
FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME, 1980 - 1984



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1980 - 1984 TRUE VALUES. SEE APPENDIX B

FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT, 1980 - 1984



SOURCE: TABLE 2-1

FIGURE 1.5. 1984 GENERAL AVIATION ACTIVITY BY AIRCRAFT TYPE

TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1979 - 1984 (Thousands of Hours)

AIRCRAFT TYPE	1979 (Standard Error)	1980 (Standard Error)	1981 (Standard Error)	1982 (Standard Error)	1983 (Standard Error)	1984 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	11,180 (384)	10,044 (399)	10,185 (399)	8,325 (374)	8,189 (399)	8,586 (327)	-5.14
1-engine piston 4+ seats	19,109 (420)	18,295 (428)	17,506 (432)	15,934 (472)	14,959 (441)	14,919 (358)	-4.83
2-engine piston 1-6 seats	4,006 (148)	3,730 (172)	3,606 (144)	3,040 (177)	3,013 (192)	2,984 (114)	-5.72
2-engine piston 7+ seats	2,855 (137)	2,547 (143)	2,762 (153)	2,617 (197)	2,717 (235)	2,600 (165)	-1.85
Other piston	152 (15)	130 (18)	24 (63)	33 (10)	32 (10)	102 (30)	-7.67
2-engine turboprop 1 - 12 seats	1,254 (57)	1,489 (55)	1,549 (68)	1,576 (116)	1,431 (93)	1,715 (88)	6.46
2-engine turboprop 13+ seats	572 (45)	964 (55)	542 (45)	520 (84)	659 (118)	736 (75)	5.17
Other turboprop	45 (2)	56 (10)	62 (11)	71 (20)	83 (31)	54 (13)	3.71
2-engine turbojet	1,125 (39)	1,163 (52)	1,238 (48)	1,347 (98)	1,350 (92)	1,328 (66)	3.37
Other turbojet	134 (9)	169 (27)	149 (16)	264 (46)	124 (31)	237 (32)	12.08
ROTORCRAFT							
Piston	892 (97)	736 (75)	930 (108)	579 (58)	572 (49)	591 (66)	-7.90
Turbine	1,664 (108)	1,603 (115)	1,754 (150)	1,771 (145)	1,700 (151)	1,903 (120)	2.72
OTHER	353 (29)	359 (21)	391 (34)	379 (40)	420 (49)	358 (23)	.28
TOTAL AIRCRAFT	43,340 (627)	41,016 (650)	40,704 (659)	36,456 (701)	35,249 (712)	36,118 (561)	-3.58

NOTE: Column summations may differ from printed totals due to estimation procedures.

TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1979 - 1984 (Number of Aircraft)

AIRCRAFT TYPE	1979 (Standard Error)	1980 (Standard Error)	1981 (Standard Error)	1982 (Standard Error)	1983 (Standard Error)	1984 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	62,362 (594)	60,505 (688)	59,914 (748)	57,670 (910)	59,199 (976)	61,989 (724)	-.12
1-engine piston 4+ seats	106,028 (450)	107,930 (538)	107,983 (656)	106,503 (687)	107,228 (778)	109,933 (603)	.73
2-engine piston 1-6 seats	16,891 (157)	16,224 (246)	16,749 (246)	16,381 (303)	16,249 (315)	16,539 (231)	-.42
2-engine piston 7+ seats	7,958 (90)	8,141 (153)	8,607 (181)	8,501 (168)	8,660 (150)	8,719 (193)	1.84
Other piston	229 (11)	212 (17)	114 (29)	140 (24)	143 (14)	262 (35)	2.73
2-engine turboprop 1 - 12 seats	2,944 (13)	3,339 (41)	3,968 (46)	4,427 (45)	4,733 (72)	4,992 (47)	11.14
2-engine turboprop 13+ seats	538 (15)	627 (18)	557 (17)	610 (28)	578 (48)	640 (29)	3.53
Other turboprop	96 (3)	123 (10)	134 (5)	149 (28)	142 (38)	176 (15)	12.89
2-engine turbojet	2,309 (29)	2,551 (37)	2,808 (68)	3,309 (84)	3,447 (92)	3,780 (50)	10.36
Other turbojet	343 (6)	441 (13)	362 (23)	687 (73)	451 (91)	540 (45)	9.50
ROTORCRAFT							
Piston	3,123 (127)	2,794 (133)	3,250 (173)	2,419 (178)	2,541 (191)	2,936 (185)	-1.23
Turbine	2,740 (50)	3,207 (49)	3,724 (73)	3,749 (140)	3,998 (153)	4,160 (115)	8.71
OTHER	4,770 (114)	4,945 (142)	5,049 (179)	5,233 (211)	5,923 (207)	6,275 (172)	5.64
TOTAL AIRCRAFT	210,339 (789)	211,045 (945)	213,226 (1,078)	209,779 (1,238)	213,293 (1,345)	220,943 (1,032)	.99

NOTE: Column summations may differ from printed totals due to estimation procedures.

responsible for the decline in hours, and have exhibited little growth over the last 5 years. On the other hand, fixed wing twin engine turboprops and twin engine turbojets have shown growth in both numbers and usage. In the rotorcraft area, piston-powered rotorcraft have been declining in number and hours flown, while turbine-powered rotorcraft have shown gains in both measures of activity from 1979 to 1984.

The general aviation aircraft fleet consumed an estimated 1,201 million gallons of fuel during 1984: 462 million gallons of aviation gasoline and 739 million gallons of jet fuel. From Figure 1.6, it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. The high rates account for turbojet's burning 36 percent of all fuel consumed in 1984, as shown in Figure 1.7 even though they represent only 2 percent of active aircraft. Fixed wing piston aircraft account for 38 percent of the fuel consumed in 1984 due to their high representation in the general aviation fleet. Table 2-21 shows more detailed fuel consumption estimates and their standard errors.

The general aviation aircraft fleet flew an estimated 4,393 billion miles over the land during 1984. The estimate is based on a mathematical model, incorporating speed differentials by phase of flight, cruising speed by manufacturer/model group of aircraft, and the number of hours flown by manufacturer/model group. Detailed estimates by aircraft type and primary use can be found in Table 2-22.

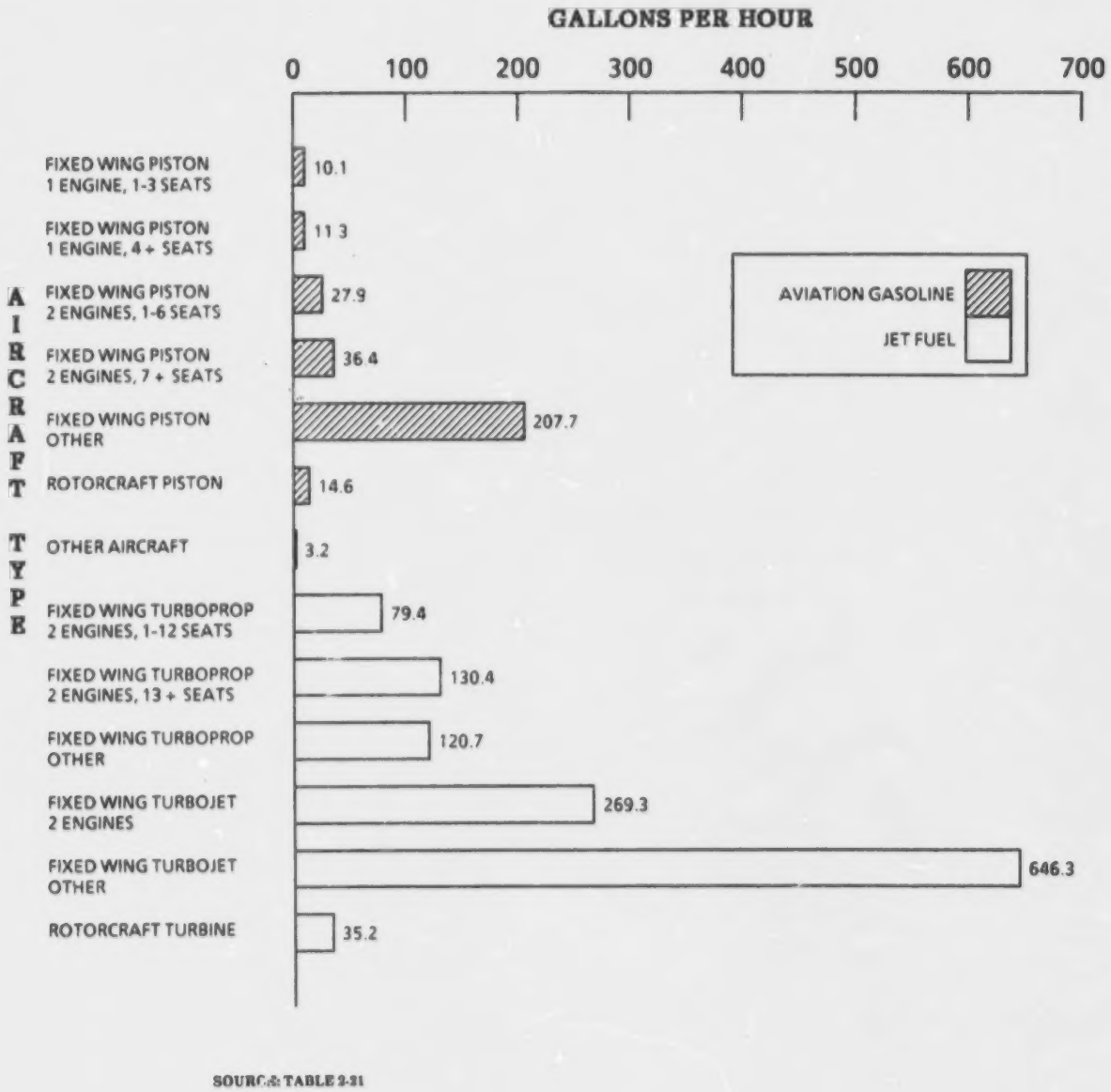
1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.8. Distance along the vertical axis indicates mean hours per aircraft. Distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as commuter air carriers showed the highest individual usage with a mean of 1,104 hours flown per aircraft. Aircraft used for instructional purposes, as air taxis and for rental purposes, also had fairly high levels of individual usage with mean hours flown per aircraft of 300, 401 and 307, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 48 and 21 percent of the active fleet. As mentioned above, total hours flown increased by 2.5 percent from 1983 to 1984. This was due to the moderate increases in the business, aerial applications and observations, air taxi and rental categories. The categories of executive, instructional, commuter air carrier, and other work, however, showed a slight decline in hours flown from last year.

1.4.4 Results by Flying Conditions

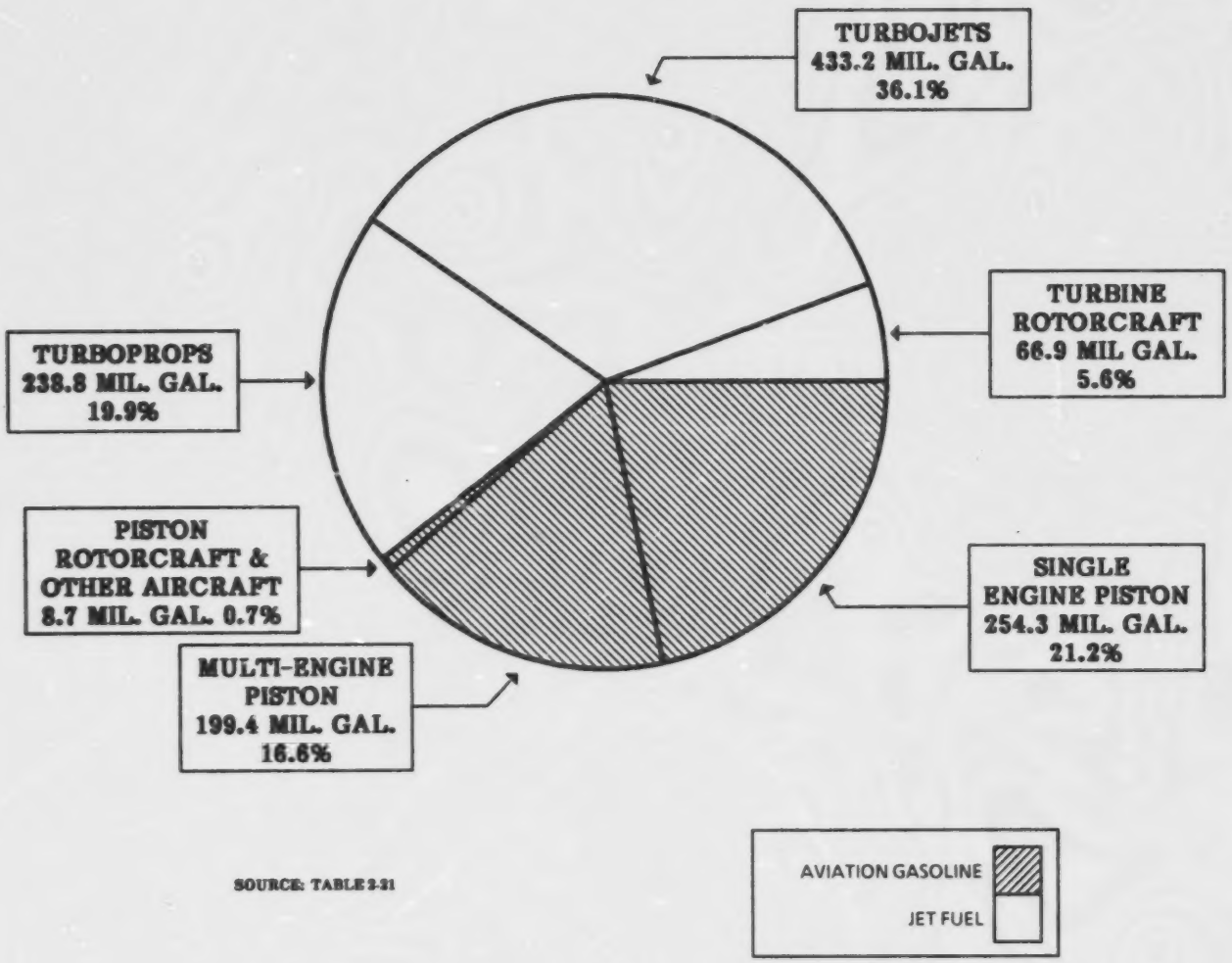
Survey results indicate that about 77 percent of the total hours logged by the 1984 general aviation fleet were flown in Visual Meteorological (VM) conditions during the day. Aircraft flown in VM night, Instrument Meteorological (IM) day, and IM night conditions accounted for 11 percent, 9 percent, and 3.5 percent of the total hours flown, respectively. These results are illustrated in Figure 1.9.

Not surprisingly, fixed wing single engine piston aircraft and rotorcraft spend the bulk of their flying time in VM conditions. Single engine piston aircraft fly 91 percent of their flight hours in VM conditions. Fixed wing piston aircraft with two engines, turboprops, and turbojets spend considerably more of their flying time in IM conditions, approximately 27, 30, and 37 percent, respectively. Table



SOURCE: TABLE 2-21

FIGURE 1.6. 1984 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE



SOURCE: TABLE 2-21

FIGURE 1.7. 1984 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE

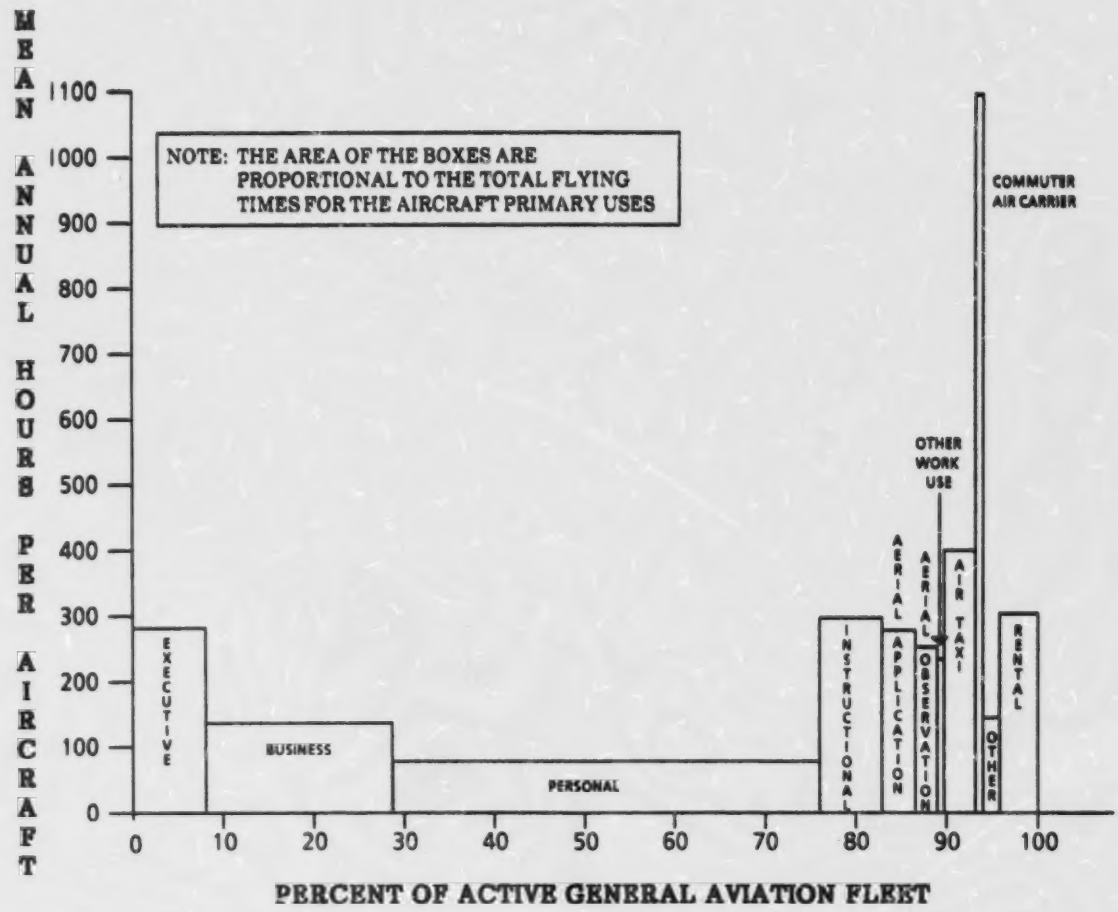
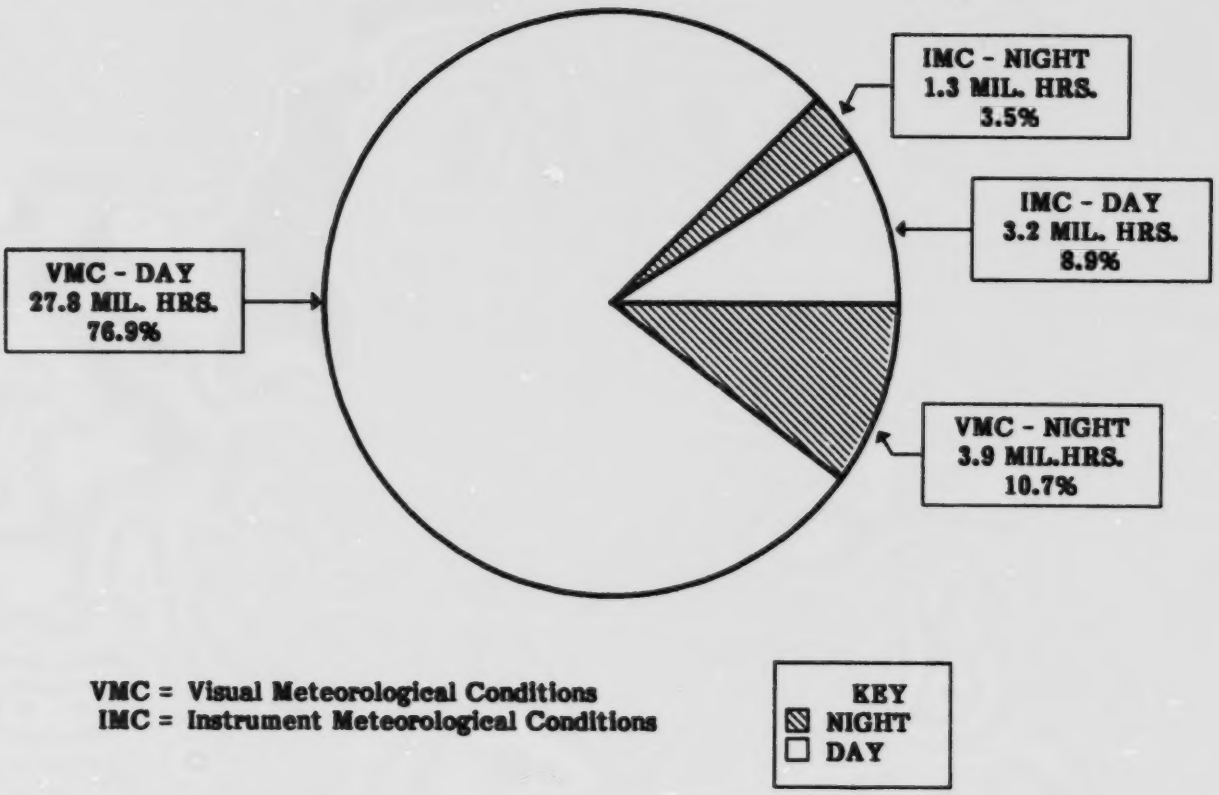


FIGURE 1.8. 1984 GENERAL AVIATION ACTIVITY BY PRIMARY USE



VMC = Visual Meteorological Conditions
IMC = Instrument Meteorological Conditions

SOURCE: TABLE 1-13

FIGURE 1.9. 1984 GENERAL AVIATION ANNUAL HOURS FLOWN BY WEATHER AND LIGHT CONDITIONS

2-12 contains more data on general aviation annual hours flown by weather and light conditions by aircraft type. In addition, Tables 2-13 and 2-14 give detailed breakdowns of general aviation annual hours flown by weather and light conditions by region of based aircraft and by SDR manufacturer/model group, respectively.

1.4.5 Results by FAA Region

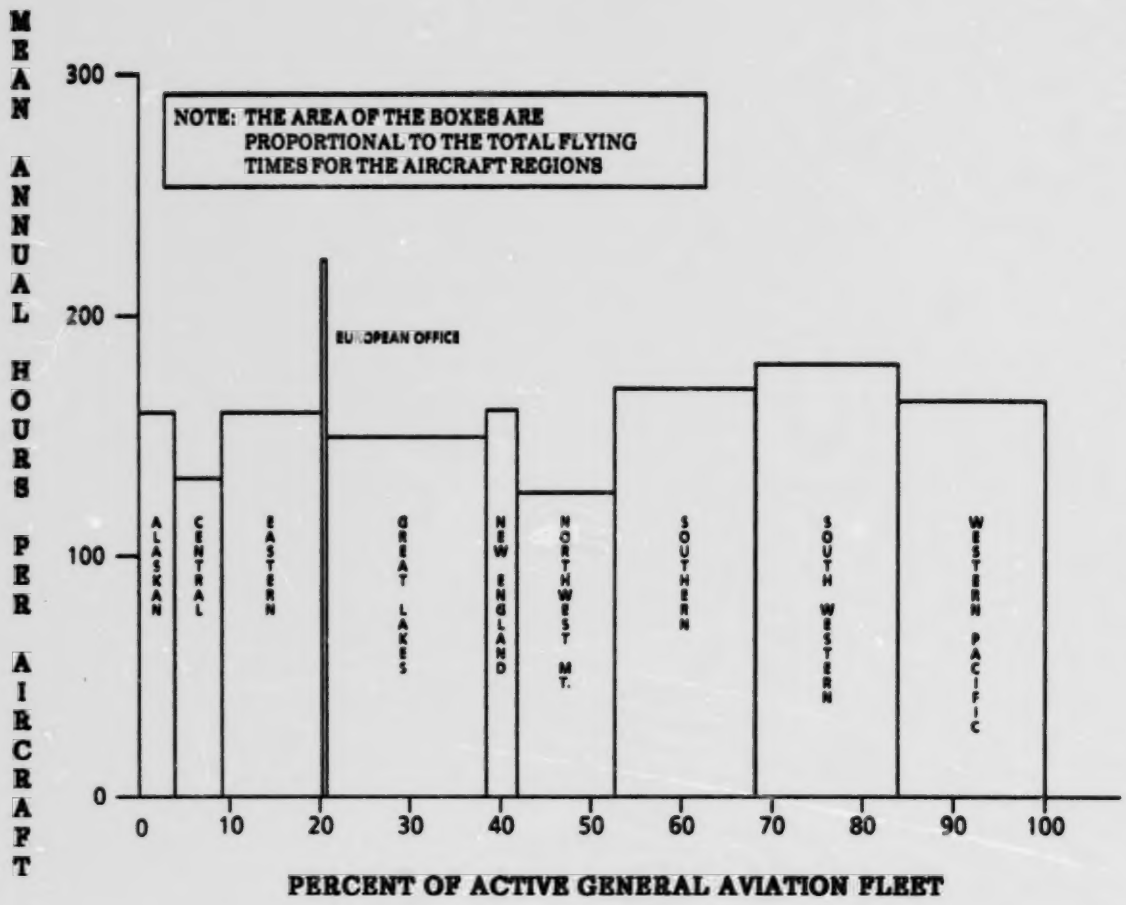
Although the total mean hours have decreased from 164 to 158 hours per aircraft in the past year, mean aircraft usage did not change significantly for any particular region from 1983 to 1984 with the exception of the European (Foreign) Region which decreased its mean hours of flying time per aircraft by almost 15 percent. In Figure 1.10, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft than any other region. However, the Western-Pacific and Southwestern Regions accounted for more total flight time. The smallest region in continental United States was New England, with only 3.8 percent of the active aircraft and about 4 percent of the fleet's total flight time.

Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of based aircraft.

1.4.6 Results by Avionics Capability

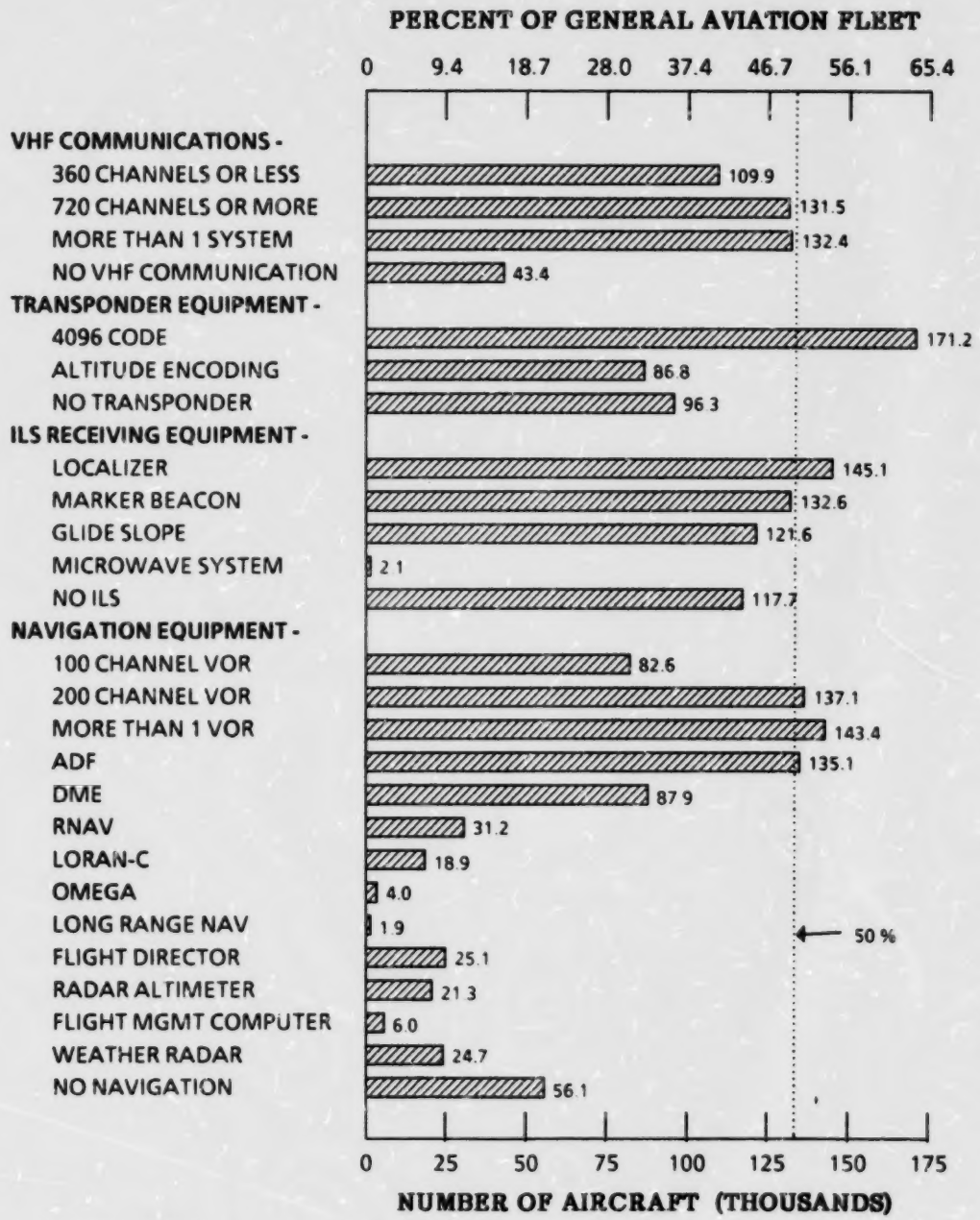
1.4.6.1 Individual Avionics Components - The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.11. Eighty-four percent of the aircraft have two-way VHF communications, 64 percent are equipped with 4096-code transponders, 56 percent have at least one component of an instrument landing system, and 79 percent have some form of navigation equipment. It is evident from comparing the 1984 and 1979 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. In terms of transponder equipment, there was a substantial increase in the percentage of the general aviation aircraft containing 4096 code transponders and altitude encoding equipment, while the percentage of aircraft containing no transponder equipment declined considerably over the 5 year period. The proportion of the general aviation fleet with transponders increased from 59 percent in 1979 to 64 percent in 1984, and the proportion with at least one part of an ILS increased from 54.2 percent to 56 percent. The proportion of aircraft having two or more communications systems increased by about 4 percent from 1979 to 1984. The proportion with two or more VOR receivers increased by 4 percent over the same 5 year period. More detailed breakdowns of avionics by aircraft type, state, region, and primary use are provided in Tables 2-15 through 2-18.

The three new categories of avionics equipment added to this year's survey were Weather Radar, LORAN-C, and Omega. LORAN-C and Omega are two specific types of Long Range Navigation equipment. The impact on the number of aircraft with Long Range Navigation equipment by the addition of these two specific categories will be discussed later in this chapter.



SOURCE: TABLE 2-3

FIGURE 1.10. 1984 GENERAL AVIATION ACTIVITY BY FAA REGION



SOURCE: TABLE 2-16

FIGURE 1.11. AVIONICS EQUIPMENT IN THE 1984 GENERAL AVIATION AIRCRAFT FLEET

Figure 1.12 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1984 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1984 and were equipped with transponders. Although a much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, almost all that did were equipped with transponders. In fact, almost 100 percent of IFR flying was performed by aircraft equipped with transponders.

1.4.6.2 Avionics Capability Groups - Estimates of the number of aircraft containing individual pieces of avionics equipment are somewhat limited because they do not provide the means to determine an aircraft's overall ability to use the National Airspace System (NAS). Often, several pieces of equipment are required to obtain a certain capability in the NAS; it thus becomes necessary to study groups of avionics, rather than individual pieces. Therefore, avionics capability groups were developed to provide a framework for the GA fleet relating airborne avionics equipment to aircraft capability to perform in the NAS, and within this framework to analyze the activity and other characteristics of the GA fleet.

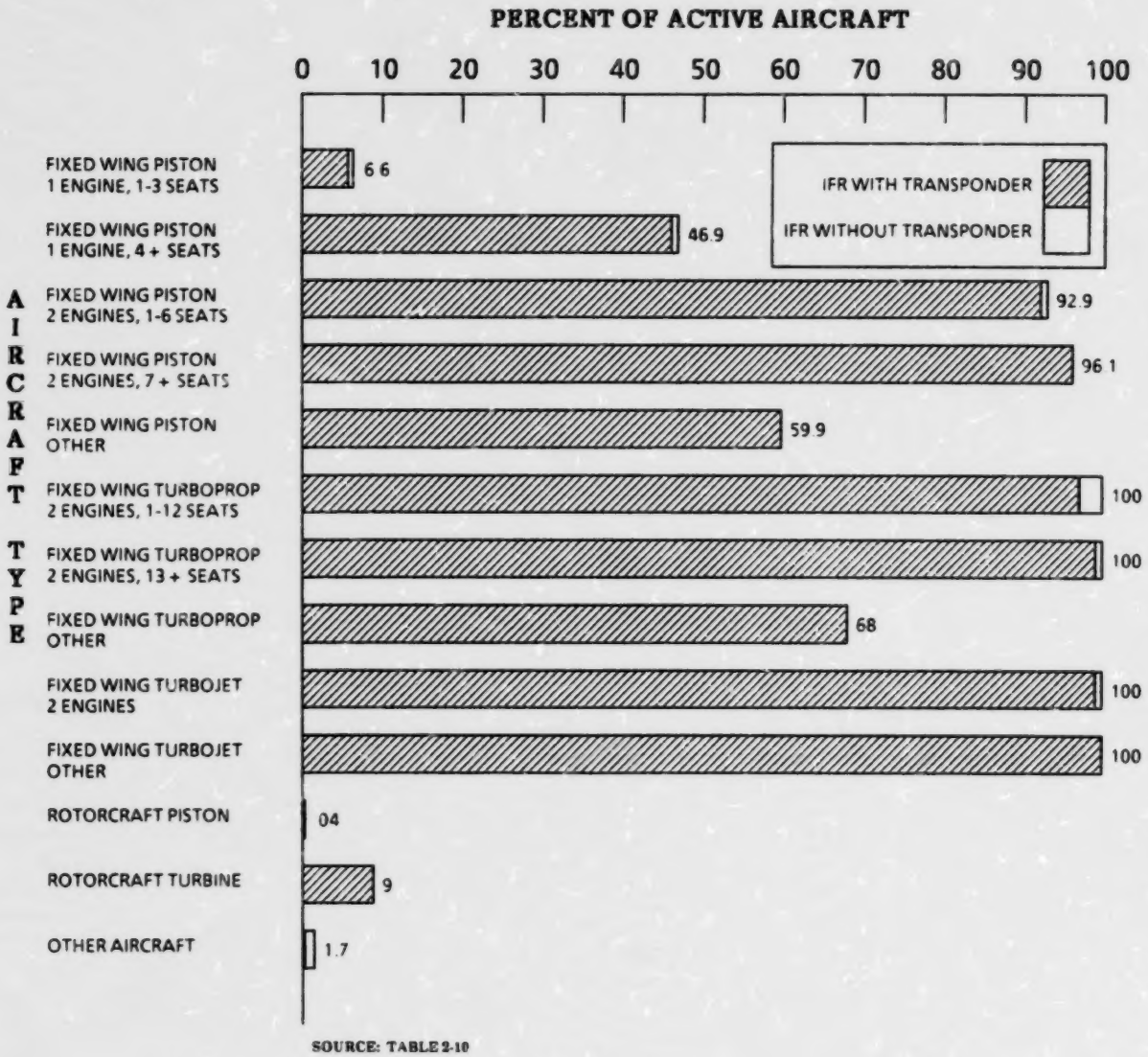
The methodology and assumptions for developing avionics capability groups are detailed in General Aviation Avionics Statistics.[1] This report also contains a glossary which explains numerous terms relating to avionics equipment and the National Airspace System.

Two classifications of capability groups (CG's) were developed. The first type consists of avionics equipment meeting FAA requirements for use of various aspects of the NAS. FAA regulations deal with three basic capabilities: (1) to fly in different segments of the airspace, (2) to fly under visual flight rules (VFR) and instrument flight rules (IFR) type of flight, and (3) to land at different classes of airports. In the formation of CG's of avionics equipment which relate to these three capabilities, the groups take on a hierarchical nature; that is, there is an order to the groups. Thus, the first type of CG became known as hierarchical. In general, the avionics equipment and the associated capabilities for one capability group are a subset of the avionics equipment and the associated capabilities for the next higher group.

The second type of capability group, non-hierarchical, consists of avionics which give an aircraft additional capability but which are not required equipment according to FAA regulations. The formation of the second type of CG involved grouping component pieces of avionics equipment which together would form a complete avionics system for enabling an aircraft to make full use of a landing, communications, or navigation system in the NAS.

Hierarchical CG's are described in Table 1-4 in terms of avionics equipment and associated capabilities. Non-hierarchical CG's are described in Table 1-5.

[1]General Aviation Avionics Statistics (1979 Data), U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1981), pp. 5-10.



SOURCE: TABLE 2-10

FIGURE 1.12. 1984 GENERAL AVIATION ACTIVE AIRCRAFT FLOWN IFR AND TRANSPONDER EQUIPPED

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
Group 1 No regulatory avionics	1. Up to and including 12,500 feet mean sea level (MSL) Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV ...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. VFR flight, day and night 3. Uncontrolled airports
Group 2 Two-way communications	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters with 4096 code transponders Group III TCA's All helicopters...Group I and II TCA's below 1,000 feet above ground level (AGL) NOTE: Air taxis with navigation system and transponder: Group II TCA's Air taxis with navigation system, transponder and altitude reporting: Group I TCA's and non-positive controlled airspace Air taxis with navigation system, DME, transponder and altitude reporting: Group I TCA's and positive controlled airspace

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
Group 3 Two-way communications Two systems--air taxis VOR or Automatic Direction Finder (ADF) or RNAV	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. IFR flight 3. Non-TCA controlled airways Group III TCA's Helicopters with 4096 code transponders...Group II TCA's All helicopters...Group I and II TCA's below 1,000 feet AGL
Group 4 Two-way communications Two systems--air taxis 4096 code transponder VOR or RNAV	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. IFR flight 3. Non-TCA controlled airports Group II TCA's Helicopters...Group I TCA's below 1,000 feet AGL
Group 5 4096 code transponder Altitude encoding equipment	1. Non-positive controlled airspace 2. VFR flight, day and night 3. Uncontrolled airports Group III TCA's

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
Group 6 Two-way communications 4096 code transponder Altitude encoding equipment	1. Non-positive controlled airspace 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters...Group I TCA's
Group 7 Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR	1. Non-positive controlled airspace VOR airways 2. IFR flight 3. Group I TCA's
Group 8 Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR or RNAV DME	1. Positive controlled airspace Jet routes RNAV...RNAV routes 2. IFR flight 3. Group I TCA's

TABLE 1-5. NON-HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
Group 1 Localizer	Partial use of airport ILS
Group 2 Localizer Marker Beacon	Partial use of airport ILS
Group 3 Localizer Marker Beacon Glide Slope	Full use of airport ILS
Group 4 ILS Radar Altimeter	Landing approach in Category III[1] weather conditions at airports with Category III equipment
Group 5 Long Range RNAV (LORAN-C, Omega, or other)	Area navigation over long distances and large bodies of water
Group 6 Radar Altimeter	Determination of altitude above level of terrain
Group 7 Microwave Landing System (MLS)	More accurate and flexible landing approaches, especially at airports with mountains and large buildings nearby
Group 8 ILS MLS	Backup landing systems
Group 9 Long Range RNAV (LORAN-C, Omega, or other) MLS	Sophisticated navigational and landing capabilities

[1]See Appendix D, "Weather Category Definitions," General Aviation Avionics Statistics (1979 Data), (Washington, DC, 1981)

Table 2-23 presents the estimates of the number of GA aircraft found in the hierarchical and non-hierarchical CG's. Examination of Table 2-23 reveals the following on the GA fleet:

a. About 25.5 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 68 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.

b. About 77 percent of GA aircraft are equipped to fly IFR.

c. About 16 percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 22 percent can land at either non-TCA controlled airports or Group III TCA's. Approximately 30 percent can land at any type of airport except a Group I TCA. About 31 percent can land at Group I TCA's.

d. In general, Table 2-23 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sophisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e. NO GROUP), 75.8 percent fall into hierarchical CG's 1, 2, and 3. Similarly, those aircraft in the most sophisticated non-hierarchical CG's are also in the most sophisticated hierarchical CG's. For example, 88 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.

e. As mentioned previously, LORAN-C and Omega, two types of Long Range Navigation equipment, were added to the avionics section of the 1984 survey. These additions have had a strong impact on the reported total number of aircraft with Long Range Navigation equipment. In 1983 only 9,393 aircraft (3.6% of the total population) reported any type of Long Range Navigation equipment. In 1984, however, the reported number increased to 23,337 (8.7% of the total population). It is believed this increase reflects the specific addition of LORAN-C and Omega to the survey form, rather than a dramatic rise in the number of aircraft containing Long Range Navigation equipment.

Tables 2-24 through 2-33 show distributions of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1984, age of the aircraft, and computed aircraft type. The 13 computed aircraft types listed in Table 1-6 combine the four aircraft characteristics of engine type, number of engines, aircraft type (simple), and number of seats into meaningful combinations for the GA fleet.

Generally, those aircraft in low order CG's have less sophisticated characteristics than those in high order capability groups as follows:

a. As in prior years, as the hierarchical CG's increase in sophistication, the predominant uses also change from personal, to business and personal, to executive and business (Table 2-24).

b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business and personal, to business and executive. For example, executive aircraft alone composes

about 46 percent of the aircraft reporting both a radar altimeter and a complete ILS yet executive aircraft compose only 7.3 percent of the fleet (Table 2-29).

c. In the case of both hierarchical and non-hierarchical capability groups, aircraft containing more avionics equipment and capabilities are flown more hours on the average than those with smaller investments in avionics equipment (Tables 2-25 and 2-30).

d. Aircraft in the more sophisticated groups contain newer aircraft on the average than less sophisticated CG's (Tables 2-26 and 2-31).

e. Computed aircraft type increases in sophistication as the level of avionics increases. (Tables 2-27 and 2-32).

TABLE 1-6. COMPUTED AIRCRAFT TYPE

TYPE	DESCRIPTION
1.	Fixed wing single engine piston 1-3 seats
2.	Fixed wing single engine piston 4+ seats
3.	Fixed wing two engine piston 1-6 seats
4.	Fixed wing two engine piston 7+ seats
5.	Fixed wing piston other
6.	Fixed wing two engine turboprop 1-12 seats
7.	Fixed wing two engine turboprop 13+ seats
8.	Fixed wing turboprop other
9.	Fixed wing two engine turbojet
10.	Fixed wing turbojet other
11.	Rotorcraft piston
12.	Rotorcraft turbine
13.	Other aircraft

1.4.7 Other Results

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 360 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-19. Appendix D contains definitions of these groups. The report also includes a table (Table 2-20) on mean hours and number of active engines for 76 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.

2. TABLES OF RESULTS

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1984

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	86532	61989	724	8586922	327381	3.8	139.4	5.3	3.8
1 ENG: 4+ SEATS	121984	109933	603	14919421	358184	2.4	136.8	3.2	2.4
1 ENGINE: TOTAL	208516	171922	942	23506340	485242	2.1	137.7	2.8	2.0
2 ENG: 1-6 SEATS	18930	16539	231	2984389	114793	3.8	180.6	6.8	3.7
2 ENG: 7+ SEATS	10180	8719	193	2600555	165255	6.4	302.8	17.2	5.7
2 ENGINE: TOTAL	29109	25258	301	5584943	201213	3.6	218.2	7.0	3.2
PISTON: OTHER	392	262	35	102329	30196	29.5	433.4	107.4	24.8
PISTON: TOTAL	238017	197442	990	29193610	526174	1.8	147.1	2.6	1.8
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	5131	4992	47	1715165	88730	5.2	342.2	18.8	5.5
2 ENG: 13+ SEATS	691	640	29	736682	75454	10.2	1111.8	83.5	7.5
2 ENGINE: TOTAL	5822	5633	55	2451847	118474	4.8	416.0	18.8	4.5
TURBOPROP: OTHER	195	176	15	54420	13878	25.1	339.3	58.1	17.1
TURBOPROP: TOTAL	6017	5809	58	2506267	117275	4.7	414.2	18.4	4.4

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1984

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	3946	3780	50	1328491	66783	5.0	348.6	14.2	4.1
TURBOJET: OTHER	900	540	45	237125	32819	13.8	392.6	57.7	14.7
TURBOJET: TOTAL	4846	4320	67	1565616	74412	4.8	353.8	14.2	4.0
FIXED WING: TOTAL	248880	207571	994	33265490	544196	1.6	158.0	2.6	1.6
ROTORCRAFT									
PISTON	5516	2936	185	591988	66924	11.3	186.8	18.2	9.8
TURBINE	4774	4160	115	1903315	120680	6.3	488.7	29.8	6.4
ROTORCRAFT: TOTAL	10290	7096	218	2495303	137994	5.5	343.6	18.5	5.4
OTHER	8259	6275	172	358017	23742	6.6	56.5	3.8	6.4
TOTAL	267429	220943	1032	36118816	561921	1.6	158.1	2.5	1.6

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1984

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	3234	381	564511	113690
ALASKA	7684	490	1246714	127685
ARIZONA	5177	479	792410	142508
ARKANSAS	2920	338	472351	78170
CALIFORNIA	30494	1070	4983289	355308
COLORADO	5180	469	804448	115094
CONNECTICUT	1883	283	333203	85017
DELAWARE	533	144	71273	24435
DIST. OF COLUMBIA	31	28	9288	15528
FLORIDA	12720	722	2377712	247690
GEORGIA	4450	437	773334	121770
HAWAII	463	143	205987	95327
IDAHO	2328	322	240484	49516
ILLINOIS	9087	633	1557025	169999
INDIANA	3797	394	715804	162243
IOWA	3416	384	474444	89159
KANSAS	3713	398	475145	70593
KENTUCKY	1802	289	273660	64197
LOUISIANA	4627	419	1294062	220930
MAINE	1055	208	142635	37486
MARYLAND	2870	358	434351	72442

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1984

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	3316	384	579089	101344
MICHIGAN	7066	546	998185	144619
MINNESOTA	5139	458	667595	93778
MISSISSIPPI	2082	300	327288	67278
MISSOURI	4396	444	618448	89633
MONTANA	2472	330	308743	71267
NEBRASKA	1805	278	238842	50226
NEVADA	1823	277	282247	84969
NEW HAMPSHIRE	1298	236	188475	52715
NEW JERSEY	4041	413	702804	122291
NEW MEXICO	2300	303	373030	75915
NEW YORK	6599	531	1085738	181287
NORTH CAROLINA	4412	441	761159	108887
NORTH DAKOTA	1572	264	214605	47932
OHIO	7553	572	1115400	138448
OKLAHOMA	5345	489	886375	166881
OREGON	5032	462	559295	77748
PENNSYLVANIA	6205	509	1055132	137471
RHODE ISLAND	398	135	76877	34091
SOUTH CAROLINA	1661	273	214130	46080
SOUTH DAKOTA	1393	247	207404	56293

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1984

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTINATE OF TOTAL HOURS	STANDARD ERROR
TENNESSEE	2884	380	511589	98882
TEXAS	19941	891	3405101	281851
UTAH	1337	248	209494	59300
VERMONT	486	127	87011	36210
VIRGINIA	3137	371	582078	123903
WASHINGTON	6665	525	885172	128678
WEST VIRGINIA	880	188	120883	45289
WISCONSIN	4180	425	561866	93834
WYOMING	1474	259	191753	40048
PUERTO RICO	422	134	72257	25021
OTHER U.S. TERRITORIES	78	55	27783	24088
FOREIGN	1489	241	571730	163855
TOTAL	220943	1032	36118816	561921

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 3

GENERAL AVIATION TOTAL HOURS FLOWN
BY
REGION OF BASED AIRCRAFT
1984

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	7884	490	1246714	127685
CENTRAL	13331	748	1818788	147151
EASTERN	24297	973	4078987	272183
EUROPEAN OFFICE	527	154	125186	59666
GREAT LAKES	39788	1212	6050483	319709
NEW ENGLAND	8393	591	1402418	140677
NORTHWEST MT.	24502	974	3204480	197354
SOUTHERN	34007	1132	6004974	319307
SOUTHWESTERN	35341	1131	6672130	393384
WESTERN-PACIFIC	38414	1181	6356262	409283
TOTAL	220943	1032	38118818	561921

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1984

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
EST.TOT.HOURS	4794	350956	2487615	2713237	1837247	284787	151274	0	0	80703	876333	8588925
% STD. ERROR	80.9	15.1	3.7	9.7	5.2	24.8	26.2	0.0	0.0	20.6	22.0	3.8
1 ENG: 4+ SEATS												
EST.TOT.HOURS	557913	4174407	5309564	1518144	121665	577368	83691	87542	629822	99548	1759560	14919428
% STD. ERROR	15.1	4.3	4.2	13.3	43.1	19.6	38.3	42.1	15.0	32.1	10.5	2.4
1 ENGINE: TOTAL												
EST.TOT.HOURS	562707	4525363	7797179	4231380	1758911	862135	235185	87542	629822	180248	2635894	23506346
% STD. ERROR	15.0	4.1	3.1	7.9	5.2	15.4	21.9	42.1	15.0	15.9	10.0	2.1
2 ENG: 1-6 SEATS												
EST.TOT.HOURS	702958	1144197	327086	69621	5181	57504	0	125872	454214	28192	69765	2984388
% STD. ERROR	11.3	6.1	11.3	27.2	66.0	38.2	0.0	43.4	16.7	33.9	27.9	3.8
2 ENG: 7+ SEATS												
EST.TOT.HOURS	754018	461457	51831	19218	32076	30213	4152	486314	705948	16233	39098	2600555
% STD. ERROR	12.3	17.2	31.2	70.3	42.7	36.4	102.8	22.5	16.8	48.1	62.3	6.4
2 ENGINE: TOTAL												
EST.TOT.HOURS	1456974	1605654	378918	88839	37257	87717	4152	611987	1160160	44425	108863	5584943
% STD. ERROR	8.3	6.3	10.7	28.1	37.0	28.1	102.8	20.0	11.7	26.8	28.6	3.6
PISTON: OTHER												
EST.TOT.HOURS	919	776	168	0	8492	45	275	1983	56337	143	33211	102329
% STD. ERROR	122.9	70.7	253.0	0.0	43.5	352.5	293.0	352.5	48.2	217.3	44.3	29.5
PISTON: TOTAL												
EST.TOT.HOURS	2020600	6131794	8176286	4320219	1804660	949898	239591	701492	1846318	224816	2777988	29193818
% STD. ERROR	7.4	3.5	3.0	7.7	5.3	14.4	21.8	17.9	9.0	13.8	9.6	1.8
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
EST.TOT.HOURS	1131004	299545	11291	0	0	12744	3436	43904	172801	31178	9484	1715165
% STD. ERROR	8.4	19.8	53.0	0.0	0.0	29.4	64.4	58.8	23.4	29.7	88.5	5.2

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1984

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
2 ENG: 13+ SEATS												
EST.TOT.HOURS	122231	2201	0	337	0	1508	514	589379	10711	9750	51	736882
% STD. ERROR	15.8	148.5	0.0	92.6	0.0	116.6	304.4	12.8	75.3	83.1	304.4	10.2
2 ENGINE: TOTAL												
EST.TOT.HOURS	1253235	301748	11291	337	0	14252	3949	633284	183311	40926	9515	2451847
% STD. ERROR	7.7	19.5	53.0	92.6	0.0	42.5	60.7	14.0	22.6	27.7	88.6	4.8
TURBOPROP: OTHER												
EST.TOT.HOURS	5125	2295	0	0	36450	535	0	0	0	9767	247	54420
% STD. ERROR	38.5	93.2	0.0	0.0	12.8	276.4	0.0	0.0	0.0	151.0	278.1	25.1
TURBOPROP: TOTAL												
EST.TOT.HOURS	1258360	304041	11291	337	36450	14788	3949	633284	183311	50693	9762	2506267
% STD. ERROR	7.7	19.5	53.0	92.6	12.8	43.7	60.7	14.0	22.6	30.0	86.0	4.7
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
EST.TOT.HOURS	1058367	79805	8771	66	0	0	0	87910	100534	14421	817	1328491
% STD. ERROR	5.0	28.9	50.8	190.8	0.0	0.0	0.0	57.4	23.3	37.9	91.4	5.0
TURBOJET: OTHER												
EST.TOT.HOURS	87059	36703	376	213	0	0	0	93268	809	14675	4022	237125
% STD. ERROR	17.7	57.9	404.4	90.7	0.0	0.0	0.0	0.0	284.9	41.5	262.5	13.8
TURBOJET: TOTAL												
EST.TOT.HOURS	1143426	116307	9147	279	0	0	0	181178	101343	29096	4839	1565616
% STD. ERROR	4.8	27.1	50.4	94.0	0.0	0.0	0.0	24.4	23.2	26.3	205.9	4.8
FIXED WING: TOTAL												
EST.TOT.HOURS	4422386	6552142	8186705	4320835	1841111	984685	243541	1495954	2130873	304805	2782569	33265498
% STD. ERROR	4.5	3.4	3.0	7.7	5.2	14.2	20.9	11.6	8.1	11.4	9.6	1.6
ROTORCRAFT												
PISTON												
EST.TOT.HOURS	14058	27103	35705	162400	94302	128398	1883	0	13881	111237	3020	591988
% STD. ERROR	45.2	20.1	22.2	19.6	27.0	27.2	78.7	0.0	100.0	33.1	122.7	11.3

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1984

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
TURBINE												
EST.TOT.HOURS	329544	48783	5628	15677	72753	211285	43980	8111	873270	276207	18100	1903315
% STD. ERROR	20.1	29.7	85.5	43.8	45.4	30.6	37.6	149.7	15.8	26.2	69.8	6.3
ROTORCRAFT: TOTAL												
EST.TOT.HOURS	343602	75886	41331	178077	167055	339683	45843	8111	887151	387443	21121	2495303
% STD. ERROR	18.5	20.0	21.0	18.6	23.7	18.6	35.2	149.7	15.6	19.9	58.4	5.5
OTHER												
EST.TOT.HOURS	7385	6771	179482	53731	0	9545	22611	0	937	36674	40880	358017
% STD. ERROR	49.7	36.5	9.0	27.0	0.0	36.0	29.1	0.0	70.0	26.0	25.2	6.6
TOTAL												
EST.TOT.HOURS	4773373	6834800	8417519	4552643	2008165	1313913	311995	1504065	3019061	728722	2854569	36118816
% STD. ERROR	4.3	3.3	2.9	7.4	5.1	11.6	16.3	11.6	7.2	10.2	9.3	1.6

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
ROW SUMMATIONS MAY DIFFER FROM PRINTED TOTALS BECAUSE SOME ACTIVE AIRCRAFT DID NOT REPORT USE.

NOTE: OTHER XX REFERS TO ALL GENERAL AVIATION AIRCRAFT BELONGING TO MANUFACTURER/MODEL GROUPS OF FEWER THAN 20 AIRCRAFT IN SIZE FOR AIRCRAFT TYPE XX WHERE XX STANDS FOR:

01 FIXED WING PISTON, 1 ENGINE, 1-3, SEATS.
02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
03 FIXED WING PISTON, 2 ENGINE, 1-6 SEATS.
04 FIXED WING PISTON, 2 ENGINE, 7+ SEATS.
05 FIXED WING PISTON, OTHER.
06 FIXED WING TURBOPROP, 2 ENGINES, 1-12 SEATS.
07 FIXED WING TURBOPROP, 2 ENGINES, 13+ SEATS.
08 FIXED WING TURBOPROP, OTHER.
09 FIXED WING TURBOJET, 2 ENGINES.
10 FIXED WING TURBOJET, OTHER.
11 ROTORCRAFT, PISTON.
12 ROTORCRAFT, TURBINE.
13 OTHER AIRCRAFT.

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 1	14004	407490	62895	15.4	53.5	7.7	14.4
OTHER 2	1404	133204	28783	20.1	152.5	28.0	18.4
OTHER 3	335	7508	3530	47.0	82.9	22.1	26.6
OTHER 4	265	43363	13883	32.0	253.0	71.9	28.4
OTHER 5	158	59230	25760	43.5	649.5	249.1	38.4
OTHER 6	360	129480	24818	19.2	408.1	68.4	16.8
OTHER 7	190	188086	62549	33.3	1200.9	348.6	28.9
OTHER 8	99	13583	12831	94.5	166.3	154.1	92.7
OTHER 9	589	139141	29847	21.3	270.2	53.8	19.9
OTHER 10	250	34965	19925	57.0	169.8	94.0	55.4
OTHER 11	1579	33442	9424	28.2	55.9	12.1	21.7
OTHER 12	316	69091	29892	43.3	405.3	115.7	28.5
OTHER 13	2289	46929	9936	21.2	33.7	6.4	18.8
ADAMS A50S	103	7851	2264	29.6	80.9	23.3	28.7
AERORSJ2	35	426	291	68.2	44.7	22.1	49.5
AEROSPSA318	139	95512	15405	16.1	703.5	92.4	13.1
AGUSTA A109	54	3485	3579	102.7	64.5	66.3	102.7
AIR&SPACE 18	22	110	128	116.3	40.0	0.0	0.0
AIRPTSA	233	8841	4256	49.3	104.8	38.2	36.5
AIRTRCAT300	407	127213	16468	12.9	359.3	34.7	9.7
AIRTRCAT400	50	19943	1788	9.0	398.9	35.7	9.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AMD FALC10	143	51944	5720	11.0	363.2	40.0	11.0
AMD FALC20	208	73321	10373	14.1	358.3	49.3	13.8
AMD FALC50	100	51095	5727	11.2	511.0	57.3	11.2
AMTR TMK	26	149	339	228.0	60.0	19.1	31.8
ARCTICS1A	91	1928	854	44.3	52.9	18.3	34.7
ARCTICS1B1	23	318	107	33.7	21.4	3.5	16.5
ARONCA15	198	7563	2227	29.4	46.2	8.9	19.3
ARONCA58	149	1652	770	46.6	46.1	9.7	21.0
ARONCA65	147	2197	838	38.2	36.4	9.2	25.2
ARONCAC3	60	238	93	38.9	14.4	3.2	22.5
AVIANMFALCON	27	389	91	23.4	18.3	3.5	19.2
AVIANMSKYHMK	39	856	267	31.2	21.9	6.8	31.2
AYRES S2	903	253612	45587	18.0	349.3	49.7	14.2
BAC 111	26	5937	1450	24.4	228.3	55.8	24.4
BAG B206	32	2765	678	24.5	93.9	12.1	12.9
BAG DH125	69	31012	2675	8.6	449.4	38.8	8.6
BALMKSFIREFY	1253	55410	9115	16.4	49.3	7.6	15.3
BBAVIA11	830	27413	10222	37.3	103.9	29.8	28.6
BBAVIA7	3488	153671	21420	13.9	63.6	7.7	12.0
BBAVIA8	238	24340	5697	23.4	104.7	24.3	23.2
BEECH 100	275	90292	15398	17.1	328.3	56.0	17.1

No.

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 17	195	4179	2207	52.8	57.9	18.8	32.5
BEECH 18	887	147093	63535	43.2	336.1	118.1	35.1
BEECH 200	884	410883	59920	14.6	475.6	69.4	14.6
BEECH 23	2843	278360	29124	10.5	107.2	10.9	10.2
BEECH 300	21	2869	676	25.3	127.1	32.2	25.3
BEECH 33	1720	215885	20371	9.4	128.8	11.9	9.2
BEECH 35	6913	606189	42350	7.0	98.7	6.3	6.4
BEECH 36	2101	370378	38565	10.4	178.7	18.4	10.3
BEECH 45	295	45503	13038	28.6	240.9	57.9	24.0
BEECH 50	338	24989	6617	26.5	103.1	20.5	19.9
BEECH 55	2277	347797	28758	8.3	159.7	12.7	7.9
BEECH 56	64	4988	1368	27.4	115.2	23.4	20.3
BEECH 58	1515	381748	31889	8.8	243.4	20.8	8.6
BEECH 60	429	68591	12550	18.3	184.3	29.3	17.8
BEECH 65	132	33332	19824	58.9	285.5	154.7	58.3
BEECH 76	329	54075	11351	21.0	188.5	34.6	20.5
BEECH 77	248	62830	11778	18.8	280.1	47.4	18.2
BEECH 80	180	39865	32648	82.3	248.1	198.6	80.7
BEECH 90	1119	330008	31209	9.5	294.9	27.9	9.5
BEECH 95	487	38428	10541	28.9	84.2	23.4	27.8
BEECH 99	94	113385	19490	17.2	1258.5	201.8	16.0

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TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BELL 47	1260	207649	44492	21.4	233.5	41.8	17.9
BELL 204	25	4250	1930	45.4	212.5	86.8	40.8
BELL 205	25	1081	1355	125.3	173.0	8.8	5.0
BELL 206	2237	1051552	106176	10.1	510.8	46.8	9.2
BELL 212	122	49634	9020	18.2	406.8	73.9	18.2
BELL 222	57	17409	5448	31.3	317.6	96.8	30.5
BELL 412	26	22380	6657	29.8	860.0	256.0	29.8
BLANCA11	80	1713	686	40.0	46.4	12.0	25.8
BLANCA1413	267	2052	818	39.9	16.9	5.0	29.7
BLANCA1419	271	9527	3092	32.5	43.7	13.2	30.2
BLANCA17	1066	124956	13379	10.7	122.1	12.4	10.2
BLANCA7	2352	142903	23253	16.3	80.9	11.7	14.5
BLANCA8	479	41559	5828	14.0	94.1	12.7	13.5
BNORM BN2	115	54012	6728	12.5	660.8	67.7	10.2
BOEING707	78	2948	3687	124.4	236.3	28.1	11.9
BOEING720	24	0	0	0.0	0.0	0.0	0.0
BOEING727	109	36974	24381	65.9	589.9	281.9	47.8
BOEING737	15	15000	0	0.0	1000.0	0.0	0.0
BOEING747	30	2310	0	0.0	77.0	0.0	0.0
BOEING7S	1915	35457	8080	22.8	57.5	7.4	13.0
BOEING767	4	0	0	0.0	0.0	0.0	0.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BOLKMS117	23	1863	692	37.1	126.0	0.0	0.0
BRANTLY B2	128	4580	2328	51.0	81.7	30.3	37.1
BRASOVIS28	51	3292	827	25.1	73.1	17.5	23.9
BRWSTRFLEET2	28	599	177	29.5	48.1	7.3	15.1
BRWSTRFLEET7	23	243	107	44.0	29.8	7.2	24.3
BUKER 131	30	212	164	77.3	33.0	7.3	22.0
CAMRONMODEL0	186	6743	2040	30.3	40.1	11.3	28.3
CESSNA120	876	16452	3806	23.1	36.0	4.4	12.3
CESSNA140	2358	63936	10038	15.7	38.6	5.3	13.6
CESSNA150	19858	3778140	284712	7.5	211.5	15.5	7.3
CESSNA170	2473	130975	17157	13.1	86.6	7.5	11.3
CESSNA172	25385	3829809	226252	5.9	160.4	9.3	5.8
CESSNA175	1325	68178	8575	12.6	56.9	6.4	11.2
CESSNA177	2891	299627	21789	7.3	109.1	7.6	7.0
CESSNA180	2720	245768	18363	7.5	103.6	7.3	7.0
CESSNA182	13954	1566188	98979	6.3	121.7	7.4	6.1
CESSNA185	1615	304841	23400	7.7	202.2	15.1	7.5
CESSNA188	1838	429666	39154	9.1	253.7	20.6	8.1
CESSNA190	85	3163	852	26.9	47.1	11.4	24.3
CESSNA195	485	15838	3653	23.1	48.5	8.4	17.3
CESSNA205	250	16372	5818	35.5	125.2	22.3	17.8

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA206	3065	569320	65238	11.5	195.3	21.9	11.2
CESSNA207	411	226361	33226	14.7	600.8	84.6	14.1
CESSNA210	6355	887013	72967	8.2	143.1	11.5	8.1
CESSNA303	180	43700	8829	20.2	250.9	49.5	19.7
CESSNA305	276	41882	24723	59.0	208.7	117.2	56.7
CESSNA310	3237	530252	53986	10.2	189.7	18.2	9.6
CESSNA320	330	36213	2577	7.1	120.0	7.4	6.2
CESSNA335	52	12490	2222	17.8	240.2	42.7	17.8
CESSNA336	90	5399	1734	32.1	84.3	19.8	30.9
CESSNA337	1253	160325	24272	15.1	145.5	19.9	13.7
CESSNA340	988	186802	29973	16.1	211.2	31.1	14.7
CESSNA401	240	31146	8610	27.6	133.4	36.1	27.1
CESSNA402	709	429487	79705	18.6	614.2	112.7	18.3
CESSNA404	165	42314	24819	58.7	260.3	151.9	58.4
CESSNA411	158	17297	6978	40.3	122.7	45.1	36.8
CESSNA414	804	203576	23629	11.7	253.2	29.6	11.7
CESSNA421	1308	244936	46638	19.0	208.8	37.5	18.0
CESSNA425	165	47799	7083	14.8	297.1	42.7	14.4
CESSNA441	248	74070	11753	15.9	298.7	47.4	15.9
CESSNA500	547	189234	19996	10.6	346.0	36.6	10.6
CESSNA501	54	11852	1929	16.6	221.6	35.6	16.1

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA650	49	15175	1995	13.1	309.7	40.7	13.1
CESSNAT50	67	148	103	70.8	10.2	3.2	32.0
CESSNAUC94	35	748	286	38.4	63.9	11.3	17.7
CHILD S1	62	6180	1542	25.0	121.3	27.3	22.5
CHILD S2	175	16813	2628	15.6	104.1	15.1	14.5
CNDAIRCL600	67	40572	7398	18.2	605.5	110.4	18.2
COMWTH185	107	1927	670	34.8	43.5	10.0	23.1
CONAERLA4	491	35658	6728	18.9	82.9	13.4	16.2
CURTISC46	50	3438	2608	75.9	249.0	130.9	52.6
CURTISJR	24	71	27	38.2	12.5	2.1	17.0
CURTISROBIN	37	83	45	71.8	11.0	0.0	0.0
CURTISTRVAIR	185	687	717	104.4	38.0	18.0	47.3
CVAC 22	35	0	0	0.0	0.0	0.0	0.0
CVAC 240	34	127	191	149.7	80.0	0.0	0.0
CVAC 340	20	0	0	0.0	0.0	0.0	0.0
CVAC 440	23	321	107	33.3	20.0	0.0	0.0
CVAC BT13	100	1289	689	53.4	24.2	8.7	36.0
CVAC L13	21	2	2	90.4	1.0	0.0	0.0
CVAC STC580	38	20433	5218	25.5	584.6	127.6	22.6
DART G	25	320	102	31.8	29.9	1.2	3.9
DHAV DHC1	88	4428	721	16.3	84.3	8.9	13.9

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
DHAV DHC2	284	22831	7432	32.6	118.1	31.4	27.1
DHAV DHC3	25	3378	898	26.5	245.9	37.6	15.3
DHAV DHC8	75	88570	14285	16.5	1208.5	185.3	15.4
DHAVXXDH82	78	3032	710	23.4	48.8	8.9	18.3
DOUG A26	27	884	211	24.4	40.8	7.5	18.4
DOUG DC10	28	93268	0	0.0	3331.0	0.0	0.0
DOUG DC3	373	83465	43126	51.7	300.8	139.4	46.4
DOUG DC4	84	6238	4394	70.4	88.5	56.2	65.7
DOUG DC8	111	35258	15122	42.9	425.9	139.2	32.7
DOUG DC7	39	1603	471	29.4	91.2	15.8	17.3
DOUG DC8	88	0	0	0.0	0.0	0.0	0.0
DOUG DC9	61	72519	46665	64.3	2311.8	980.2	42.4
EAGLE DW	79	16878	3670	21.7	213.8	46.5	21.7
EAGLEBC7	41	2701	470	17.4	70.3	11.5	16.3
EIRVON20	114	8374	1669	26.2	58.7	14.7	25.0
EMAIR MA1	20	2782	1579	56.8	255.0	91.7	36.0
EMB 110	57	108459	27353	25.2	2122.3	381.2	18.0
ENSTRM280	137	35532	14580	41.0	309.2	119.6	38.7
ENSTRMF28	312	48166	13278	28.8	174.5	48.6	27.9
FLEET 16B	23	209	77	36.8	23.6	4.3	18.3
FRCHLD24	235	2048	917	44.8	24.3	8.1	33.5

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FRCHLDC119	34	367	108	29.3	12.0	0.0	0.0
FRCHLDF27	30	15141	2912	19.2	504.7	97.1	19.2
FRCHLDFH1100	81	1687	1687	101.2	89.2	21.1	23.7
FRCHLDH82	224	12217	5151	42.2	87.6	30.7	35.1
GENBALAX8	88	2235	402	18.0	41.2	8.2	15.0
GLASFL201	36	1394	259	18.6	42.8	7.5	17.5
GLASFLH301	116	8752	3694	42.2	84.8	34.7	40.9
GROB 103CAT	59	8749	1330	15.2	160.8	23.0	14.3
GROB 109	53	4344	480	11.1	84.5	9.0	10.7
GROB ASTIR	83	5553	972	17.5	102.1	16.4	16.1
GRTLKS2T1	188	4308	2196	51.0	45.7	19.9	43.5
GRUMAVAA1	587	49341	15770	32.0	99.5	27.9	31.2
GRUMAVAA5	1063	129288	23808	18.4	125.9	22.8	18.1
GRUMAVG1159	41	19328	2991	15.5	471.4	73.0	15.5
GRUMAVG164	1288	353946	32458	9.2	324.9	24.3	7.5
GRUMAVG21	52	7511	2890	38.5	258.5	65.3	25.5
GRUMAVTBM	33	232	112	48.2	15.4	4.5	29.4
GULSTM112	695	63051	10151	16.1	110.6	13.9	12.5
GULSTM500	325	88109	14736	16.7	329.6	53.2	16.1
GULSTM520	58	1517	880	58.0	52.6	21.6	41.1
GULSTM560	122	6310	4210	66.7	169.3	45.4	26.8

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GULSTM680	321	32345	12798	39.6	149.7	53.5	35.7
GULSTM680TP	118	21113	6368	30.2	243.3	49.0	20.1
GULSTM690TC	30	11381	1363	12.0	379.4	45.4	12.0
GULSTM690TP	499	167428	29423	17.6	335.5	59.0	17.6
GULSTMAA1	610	39805	8841	22.2	73.2	16.0	21.8
GULSTMAA5	653	65821	9907	15.1	108.4	15.1	13.9
GULSTMG1159	169	57173	7995	14.0	338.3	47.3	14.0
GULSTMG159	125	66050	18342	21.3	688.4	146.7	21.3
GULSTMG44	81	5925	1750	29.5	86.2	16.3	18.9
GULSTMG73	28	6758	2807	41.5	266.2	107.4	40.3
GULSTMGA7	58	6621	1255	19.0	125.6	21.2	16.9
H-1	145	9604	5428	56.5	107.8	54.3	50.4
H13/HTL	79	5528	2825	51.1	205.3	79.8	38.8
H18/45	77	3285	3320	101.1	255.2	56.1	22.0
H23/HTE	145	4919	5940	120.8	335.0	163.1	48.7
H34/55	83	1217	1313	107.9	270.5	24.0	8.9
H37	47	0	0	0.0	0.0	0.0	0.0
HELIO H295	102	7047	2394	34.0	140.1	28.2	20.1
HELIO H391	23	362	148	40.8	36.0	10.7	29.8
HELIO H395	21	1522	542	35.6	145.0	26.0	17.9
HILLERUH12	498	29812	19085	64.1	175.3	79.4	45.3

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HUGHES269	729	130023	29462	22.7	277.2	50.5	18.2
HUGHES369	678	264781	30871	11.7	438.6	48.3	11.0
HWKSLYDH104	32	155	259	166.3	51.0	30.6	60.0
HWKSLYDH125	193	68342	6754	9.9	354.1	35.0	9.9
INTRCP200	30	1517	399	26.3	53.5	13.3	24.9
ISRAEL1121	107	23723	5808	24.5	254.6	52.3	20.5
ISRAEL1123	26	2480	405	16.3	106.0	12.4	11.7
ISRAEL1124	191	47003	8642	18.4	246.1	45.2	18.4
JBMSTRDGA15	81	172	183	106.1	19.5	4.7	24.3
LAIKFN10	37	84	43	51.4	16.7	2.6	15.5
LEAR 23	60	11743	2367	20.2	219.2	36.0	16.4
LEAR 24	172	37641	10336	27.5	300.9	66.0	21.9
LEAR 25	263	86491	8943	10.3	331.3	33.4	10.1
LEAR 35	409	162488	13334	8.2	397.3	32.6	8.2
LEAR 55	80	32987	5500	16.7	412.3	68.7	16.7
LET L13	173	13971	2993	21.4	87.2	17.9	20.5
LKHEED1011	17	0	0	0.0	0.0	0.0	0.0
LKHEED12A	21	183	94	51.3	20.3	7.5	36.9
LKHEED1329	95	15565	6279	40.3	202.6	73.3	36.2
LKHEED18	64	2444	972	39.8	52.5	13.5	25.7
LKHEEDPV1	38	0	0	0.0	0.0	0.0	0.0

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
LKHEEDT33	46	0	0	0.0	0.0	0.0	0.0
LUSCON8	2185	72032	7013	9.7	56.8	4.8	8.4
MARTIN404	24	0	0	0.0	0.0	0.0	0.0
MAULE M4	275	12390	3011	24.3	51.0	11.8	22.8
MAULE M5	449	35867	3907	11.0	83.5	8.7	10.4
MAULE M8	68	10148	1306	12.9	155.2	18.9	12.2
MBB BO105	107	30241	7801	25.8	282.8	72.9	25.8
MCLISHFUNK8	141	2250	590	26.2	28.6	4.7	16.4
MEYERSOTW	52	1155	235	20.3	33.C	5.2	15.7
MNCOUP90	68	1864	708	38.0	57.4	16.1	28.1
MNMITEM18	149	1208	560	46.5	23.2	6.5	28.2
MODFD47	69	19823	10362	52.3	308.6	159.1	51.6
MODFDUH12	21	1617	1109	68.6	256.7	72.1	28.1
MOONEYM20	6122	712662	61014	8.6	125.0	10.3	8.2
MRCHTIS205	45	2388	375	15.7	66.8	7.2	10.8
MTSBSIMU2	365	77742	17905	23.0	238.9	50.8	21.4
MTSBSIMU300	77	17225	4201	24.4	228.6	53.9	23.6
MULTECD18	48	2453	552	22.5	72.4	13.4	18.5
NAMER B25	55	1389	405	29.6	49.2	7.3	14.8
NAMER F51	137	3307	1521	46.0	51.3	12.9	25.2
NAMER NA280	60	3139	844	26.9	94.8	15.7	16.5

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
NAMER T6	538	18245	6357	34.8	80.4	13.2	21.9
NATBAL752	20	639	99	15.5	32.0	5.0	15.5
NAVAL N3N	142	3489	904	25.9	43.0	6.7	15.7
NAVIONNAVION	573	14772	3315	22.4	42.7	6.8	16.0
NORD SV4	45	487	468	96.0	52.0	25.3	48.6
NORWST65	58	1657	621	37.5	41.5	13.8	33.1
OTHEXMILPIST	23	239	169	70.8	52.0	0.0	0.0
PARTENP68	48	17885	2388	13.4	400.9	45.3	11.3
PICARDAX6	153	2204	272	12.3	24.1	2.4	10.1
PILATS84	25	2248	405	18.0	89.9	16.2	18.0
PIPER 600	403	113340	21988	19.4	281.2	54.6	19.4
PIPER E2	20	205	117	56.9	23.4	11.6	49.3
PIPER J2	56	182	79	43.4	18.6	3.9	20.9
PIPER J3	4148	98998	12830	13.0	50.5	4.7	9.3
PIPER J4	243	3710	1213	32.7	33.6	7.0	20.7
PIPER J5	356	38775	27833	71.8	232.0	158.7	68.4
PIPER PA12	1344	82049	12640	15.4	96.5	13.5	14.0
PIPER PA14	105	7440	2280	30.6	113.1	29.2	25.9
PIPER PA15	188	4808	988	21.0	38.8	4.9	13.2
PIPER PA18	360	15558	3875	24.9	55.9	12.7	22.8
PIPER PA17	113	2360	729	30.9	49.0	8.8	18.0

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA18	3532	442528	76959	17.4	147.2	24.4	16.8
PIPER PA20	446	17522	5290	30.2	55.0	14.3	26.0
PIPER PA22	4893	244834	37318	15.2	72.6	10.9	15.0
PIPER PA23	3517	435028	53672	12.3	158.7	17.5	11.0
PIPER PA24	3215	299706	25105	8.4	100.2	7.8	7.8
PIPER PA25	1355	226435	28557	12.6	188.0	20.8	11.2
PIPER PA28	22711	2951927	194441	6.6	138.1	9.0	6.5
PIPER PA30	1283	153114	18511	12.1	132.2	14.8	11.2
PIPER PA31	2131	755898	70658	9.3	367.6	32.6	8.9
PIPER PA31T	618	190052	28187	14.8	308.5	45.8	14.8
PIPER PA32	4527	747618	78554	10.5	175.1	17.8	10.2
PIPER PA34	2225	546741	83258	15.2	256.5	37.8	14.7
PIPER PA36	407	98009	11486	11.7	247.5	28.2	11.4
PIPER PA38	1583	518018	68690	13.3	345.6	45.1	13.0
PIPER PA42	88	28382	3185	11.2	322.3	36.0	11.2
PIPER PA44	352	71523	7809	10.9	219.2	23.3	10.8
PIPER PA46	84	13104	1640	12.5	158.1	19.3	12.2
PRATT PRG1	20	127	79	62.2	22.3	4.2	18.8
PROPJT200	69	4634	1879	40.5	73.0	28.8	39.5
RAVEN RX8	206	4105	1057	25.8	36.6	8.2	18.9
RAVEN 550	87	901	359	39.9	17.1	5.3	31.1

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RAVEN S55	782	31542	2529	8.0	40.4	3.6	7.7
RAVEN S80	157	9401	3217	34.2	61.8	21.0	34.0
RAVEN S86	36	2019	281	13.9	58.5	7.4	12.7
RKWELL500	39	10824	2499	23.5	272.4	64.1	23.5
RKWELL700	24	19207	10855	56.5	933.7	508.4	54.4
RKWELLNA265	348	116313	12099	10.4	336.2	35.0	10.4
ROBSINR22	258	88908	28745	32.3	360.5	113.9	31.6
ROLSCHLS	114	11833	1515	12.8	114.1	12.5	10.9
RYAN ST3	161	4877	1494	30.6	43.0	10.5	24.5
RYAN STA	34	616	284	46.1	24.2	9.9	41.0
SCHLERASW15	36	2289	302	13.2	63.6	8.4	13.2
SCHLERASW19	54	3791	583	15.4	74.0	11.1	14.9
SCHLERASW20	96	9593	1224	12.8	105.4	12.7	12.1
SCHLERK8	22	1201	269	22.4	58.0	12.7	21.9
SCHLERKA6	74	2152	312	14.5	30.3	3.9	10.2
SCWZERG184	248	87539	5583	9.7	241.2	22.4	9.3
SCWZERSG1	782	26788	7272	27.1	49.9	12.8	25.7
SCWZERSG2	590	58103	18300	28.1	136.3	34.5	25.3
SEMCO CLNGER	27	179	152	85.1	26.5	14.3	54.0
SEMCO MODELT	29	58	55	94.8	12.0	0.0	0.0
SKRSKYS55	30	1409	592	42.0	106.7	20.9	19.6

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1284

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SKRSKYS58	63	2303	1518	65.9	82.2	41.7	50.6
SKRSKYS76	138	57126	20068	35.2	414.0	145.6	35.2
SLINDS100	318	12418	3570	28.8	63.8	13.6	21.2
SMITH 800	373	74011	7407	10.0	210.3	20.5	9.7
SNIAS AS350	248	82128	14583	17.7	350.9	51.5	14.3
SNIAS AS355	148	101231	10488	10.4	883.4	71.8	10.4
SNIAS SA318	27	2412	42	1.7	88.3	1.6	1.7
SNIAS SA341	45	2388	1048	44.5	94.9	28.0	30.8
SOCATAMS894	40	2273	380	18.7	62.5	8.9	14.2
SOCATARALLYE	20	1341	200	14.9	71.2	9.2	12.9
SPHRTHCIRRUS	104	9270	908	17.2	89.9	9.6	15.6
SPHRTHNIMBUS	52	2887	487	17.5	88.0	8.7	13.2
SPHRTHVENTUS	50	3981	509	12.8	83.6	10.1	12.1
STBROSSD3	31	70402	3288	4.6	2271.0	105.3	4.6
STNSON10	157	1032	823	58.7	93.8	7.8	14.5
STNSONLS	131	4088	1648	40.6	83.5	16.6	29.3
STNSONR9	28	241	105	43.6	27.8	10.0	35.8
STNSONV77	105	1151	916	79.6	98.8	35.4	62.2
STOLANRC3	224	3206	1419	44.2	34.8	10.4	30.1
SUPAC LA	99	288	122	48.7	17.1	4.5	25.5
SUPAC V	29	116	63	54.5	16.0	8.5	40.7

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TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SWRNGNSA228	168	98194	14028	14.6	575.2	81.2	14.1
SWRNGNSA227	75	23065	5323	23.1	307.5	71.0	23.1
SWRNGNSA26	104	29814	6472	21.7	298.0	61.2	20.5
TCRAFK21	20	3524	954	27.1	176.2	47.7	27.1
TCRAFKD	286	3580	1623	45.3	55.3	8.2	14.8
TCRAFTA	30	77	72	92.6	67.0	0.0	0.0
TCRAFTBC	1844	35001	5394	15.4	32.3	3.7	11.4
TCRAFTBF	40	1217	391	32.1	70.5	12.0	17.1
TCRAFTBL	231	1134	858	75.7	25.8	14.4	55.8
TEMCO 11A	30	469	130	27.8	33.8	4.7	14.0
TH55	43	2660	852	32.0	106.4	26.1	24.5
THUNDRAX7	55	1498	619	41.3	30.9	11.7	37.7
TMPSONNAVION	642	35812	8950	25.0	82.6	20.1	24.3
TOMCAT	37	7892	1309	16.6	255.9	25.5	10.0
TRYTEK85	349	2393	1236	51.7	23.8	8.4	35.5
TRYTEKK	33	161	88	54.7	30.5	11.1	36.3
UNIVACGC1	664	21415	3807	17.8	56.0	6.8	12.2
UNIVAR108	2009	64200	10414	16.2	47.6	6.2	13.0
UNIVAR415	2409	82117	13735	16.7	54.0	8.2	15.2
VARGA 2150	132	7921	1703	21.5	65.1	12.8	19.7
VICKER745	21	4387	732	16.7	221.9	6.1	2.7

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WACO ASO	30	355	175	49.4	43.3	10.3	23.7
WACO GXE	38	306	168	54.8	47.6	16.2	34.0
WACO R	30	168	45	26.8	11.2	1.9	17.4
WACO U	20	256	110	42.9	72.7	1.2	1.7
WACO UPF7	164	4006	1298	32.4	57.2	14.9	26.0
WACO YK	55	408	256	62.9	46.6	20.5	44.0
WSK M18	40	7954	1489	18.7	204.4	37.3	18.2
WTHRLY201	68	12874	1687	13.1	217.4	23.4	10.8
TOTAL	267429	38118816	581921	1.6	158.1	2.5	1.6

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1984

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	88532	81989	723	1.2	71.8	0.8
1 ENG: 4+ SEATS	121984	109933	603	0.5	90.1	0.5
1 ENGINE: TOTAL	208516	171922	942	0.5	82.5	0.5
2 ENG: 1-6 SEATS	18930	16539	231	1.4	87.4	1.2
2 ENG: 7+ SEATS	10180	8719	193	2.2	85.6	1.9
2 ENGINE: TOTAL	29109	25258	301	1.2	86.8	1.0
PISTON: OTHER	392	262	35	13.2	66.8	8.9
PISTON: TOTAL	238017	197442	989	0.5	83.0	0.4
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	5131	4992	47	0.9	97.3	0.9
2 ENG: 13+ SEATS	691	640	29	4.5	92.7	4.1
2 ENGINE: TOTAL	5822	5633	55	1.0	96.7	0.9
TURBOPROP: OTHER	195	176	15	8.6	90.5	7.7
TURBOPROP: TOTAL	6017	5809	57	1.0	96.5	1.0

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1984

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	3948	3780	50	1.3	95.8	1.3
TURBOJET: OTHER	900	540	45	8.3	60.0	5.0
TURBOJET: TOTAL	4848	4320	67	1.6	89.1	1.4
FIXED WING: TOTAL	248880	207571	993	0.5	83.4	0.4
ROTORCRAFT						
PISTON	5518	2938	185	6.3	53.2	3.4
TURBINE	4774	4160	115	2.8	87.1	2.4
ROTORCRAFT: TOTAL	10290	7098	218	3.1	69.0	2.1
OTHER	8259	6275	171	2.7	76.0	2.1
TOTAL	267429	220943	1032	0.5	82.6	0.4

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1984

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	3886	411	3234	381	83.2	13.2
ALASKA	8741	519	7684	490	87.9	7.7
ARIZONA	6415	513	5177	479	80.7	9.9
ARKANSAS	3266	353	2920	338	89.4	14.2
CALIFORNIA	36477	1143	30494	1070	83.6	3.9
COLORADO	5810	492	5180	469	89.1	11.1
CONNECTICUT	2152	299	1883	283	86.6	17.8
DELAWARE	723	187	533	144	73.7	26.3
DIST. OF COLUMBIA	45	35	31	28	69.5	83.6
FLORIDA	14922	773	12720	722	85.2	6.5
GEORGIA	5406	472	4450	437	82.3	10.8
HAWAII	588	158	463	143	78.8	32.3
IDAHO	2764	344	2328	322	84.3	15.7
ILLINOIS	10334	682	9087	633	87.9	8.3
INDIANA	4772	445	3797	394	79.6	11.1
IOWA	3942	409	3416	384	86.7	13.3
KANSAS	4583	435	3713	398	81.0	11.6
KENTUCKY	1972	299	1802	289	91.4	20.2
LOUISIANA	5045	435	4627	419	91.7	11.5
MAINE	1271	228	1055	206	83.0	21.9
MARYLAND	3354	379	2870	356	85.6	14.4

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1984

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3777	404	3316	384	87.8	13.8
MICHIGAN	8692	598	7086	548	81.3	8.4
MINNESOTA	6098	487	5139	458	84.3	10.1
MISSISSIPPI	2600	332	2082	300	80.1	15.4
MISSOURI	5237	474	4396	444	84.0	11.4
MONTANA	2698	341	2472	330	91.6	16.8
NEBRASKA	2075	293	1805	278	87.0	18.2
NEVADA	2024	287	1823	277	90.1	18.7
NEW HAMPSHIRE	1618	255	1298	236	80.2	19.3
NEW JERSEY	4703	439	4041	413	85.9	11.9
NEW MEXICO	2870	338	2300	303	80.1	14.1
NEW YORK	7865	569	6599	531	83.9	9.1
NORTH CAROLINA	4807	458	4412	441	91.8	12.7
NORTH DAKOTA	1910	289	1572	284	82.3	18.6
OHIO	9015	612	7553	572	83.8	8.5
OKLAHOMA	6137	516	5345	489	87.1	10.8
OREGON	6029	499	5032	462	83.5	10.3
PENNSYLVANIA	7608	548	6205	509	81.6	8.9
RHODE ISLAND	438	139	398	135	90.9	42.4
SOUTH CAROLINA	1954	291	1681	273	85.0	18.9
SOUTH DAKOTA	1642	268	1393	247	84.9	20.5

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1984

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TENNESSEE	3349	383	2884	380	86.1	14.6
TEXAS	23335	949	19941	891	85.5	5.2
UTAH	1439	251	1337	245	92.9	23.5
VERMONT	607	148	466	127	76.7	28.1
VIRGINIA	3819	393	3137	371	86.7	13.9
WASHINGTON	8123	573	6665	525	82.1	8.7
WEST VIRGINIA	1176	221	880	188	74.9	21.3
WISCONSIN	5392	472	4160	425	77.5	10.4
WYOMING	1649	269	1474	259	89.4	21.4
PUERTO RICO	467	140	422	134	90.4	39.4
OTHER U.S. TERRITORIES	93	83	76	55	82.1	81.3
FOREIGN	1918	272	1489	241	78.6	16.6
TOTAL	267429		220943	1032	82.6	0.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 8

GENERAL AVIATION ACTIVE AIRCRAFT
BY
REGION OF BASED AIRCRAFT
1984

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POFULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	8741	519	7684	490	87.9	7.7
CENTRAL	15836	798	13331	748	84.2	6.3
EASTERN	29092	1038	24297	973	83.5	4.5
EUROPEAN OFFICE	618	163	527	154	85.3	33.5
GREAT LAKES	47854	1290	39788	1212	83.1	3.4
NEW ENGLAND	9880	831	8393	591	85.1	8.1
NORTHWEST MT.	28544	1034	24502	974	85.8	4.6
SOUTHERN	39907	1204	34007	1132	85.2	3.8
SOUTHWESTERN	40935	1198	35341	1131	88.3	3.7
WESTERN-PACIFIC	46037	1258	38414	1181	83.4	3.4
TOTAL	267429		220943	1032	82.8	0.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1984

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE											IN-ACTIVE
		EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	
FIXED WING													
FIXED WING - PISTON													
1 ENG: 1-3 SEATS													
EST.NO.ACTIVE	61989	50	3104	39143	7882	6145	1434	489	0	0	1622	2119	24543
% STD. ERROR	1.2	*	11.2	1.8	6.9	2.7	17.9	25.3	0.0	0.0	15.8	15.2	
EST. % ACTIVE	71.6												
1 ENG: 4+ SEATS													
EST.NO.ACTIVE	109939	3000	31903	57495	5888	229	2387	345	137	2028	424	6100	12051
% STD. ERROR	0.5	11.7	3.1	1.9	8.9	41.0	13.5	35.2	42.0	14.0	30.8	8.8	
EST. % ACTIVE	90.1												
1 ENGINE: TOTAL													
EST.NO.ACTIVE	171922	3049	35007	96638	13771	6374	3821	834	137	2028	2048	8219	36594
% STD. ERROR	0.5	11.6	3.0	1.3	5.5	3.0	10.8	20.8	42.0	14.0	14.0	7.6	
EST. % ACTIVE	82.5												
2 ENG: 1-6 SEATS													
EST.NO.ACTIVE	16539	2812	7754	3238	383	46	193	0	179	1299	380	278	2391
% STD. ERROR	1.4	9.0	4.3	8.2	23.6	*	37.5	0.0	41.2	14.0	25.6	25.2	
EST. % ACTIVE	87.4												
2 ENG: 7+ SEATS													
EST.NO.ACTIVE	8719	2710	2651	472	140	192	145	42	484	1546	129	198	1461
% STD. ERROR	2.2	9.4	10.4	28.7	*	41.2	35.3	*	22.1	15.8	49.6	44.4	
EST. % ACTIVE	85.6												
2 ENGINE: TOTAL													
EST.NO.ACTIVE	25258	5522	10405	3710	502	237	338	42	663	2845	509	472	3851
% STD. ERROR	1.2	6.5	4.2	8.0	25.1	35.6	28.2	*	19.6	10.7	22.9	23.6	
EST. % ACTIVE	86.8												
PISTON: OTHER													
EST.NO.ACTIVE	262	43	23	3	0	88	2	5	2	53	5	60	130
% STD. ERROR	13.3	*	*	*	0.0	49.4	*	*	*	38.9	*	44.3	
EST. % ACTIVE	66.8												
PISTON: TOTAL													
EST.NO.ACTIVE	197442	8814	45435	100352	14273	6879	4161	881	801	4925	2560	8751	40575
% STD. ERROR	0.5	5.8	2.5	1.3	5.4	3.2	10.1	20.2	17.7	8.5	12.1	7.3	
EST. % ACTIVE	83.0												

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1984

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE											INACTIVE
		EXECUTIVE	BUSINESS	PERSONAL	INSTRUCTIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	
FIXED WING - TURBOPROP													
2 ENG: 1-12 SEATS													
EST.NO.ACTIVE	4992	3376	712	89	0	0	29	45	50	498	183	31	139
% STD. ERROR	1.0	4.5	16.3	*	0.0	0.0	27.5	*	*	21.3	33.1	*	
EST. % ACTIVE	97.3												
2 ENG: 13+ SEATS													
EST.NO.ACTIVE	640	239	5	0	10	0	13	3	328	17	25	3	51
% STD. ERROR	4.5	11.8	*	0.0	*	0.0	*	*	11.3	*	*	*	
EST. % ACTIVE	92.7												
2 ENGINE: TOTAL													
EST.NO.ACTIVE	5633	3616	717	89	10	0	42	47	376	515	188	33	189
% STD. ERROR	1.0	4.3	16.2	*	*	0.0	42.4	*	12.3	20.7	30.6	*	
EST. % ACTIVE	96.7												
TURBOPROP: OTHER													
EST.NO.ACTIVE	178	21	20	0	0	75	3	0	0	0	56	1	19
% STD. ERROR	8.6	39.9	*	0.0	0.0	0.0	*	0.0	0.0	0.0	35.0	*	
EST. % ACTIVE	90.5												
TURBOPROP: TOTAL													
EST.NO.ACTIVE	5809	3637	737	89	10	75	44	47	376	515	244	34	208
% STD. ERROR	1.0	4.3	16.0	*	*	0.0	43.4	*	12.3	20.7	24.9	*	
EST. % ACTIVE	96.5												
FIXED WING - TURBOJET													
2 ENGINE TURBOJET													
EST.NO.ACTIVE	3780	3018	223	71	3	0	0	0	21	329	113	3	182
% STD. ERROR	1.3	3.4	28.0	*	*	0.0	0.0	0.0	*	22.3	37.9	*	
EST. % ACTIVE	95.9												
TURBOJET: OTHER													
EST.NO.ACTIVE	540	230	43	1	7	0	0	0	28	3	190	13	380
% STD. ERROR	8.3	14.7	*	*	*	0.0	0.0	0.0	0.0	*	20.3	*	
EST. % ACTIVE	80.0												
TURBOJET: TOTAL													
EST.NO.ACTIVE	4320	3248	266	72	11	0	0	0	49	332	303	17	522
% STD. ERROR	1.6	3.3	24.8	49.7	*	0.0	0.0	0.0	24.7	22.2	19.0	*	
EST. % ACTIVE	89.2												

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1984

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE											INACTIVE
		EXECUTIVE	BUSINESS	PERSONAL	INSTRUCTIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	
FIXED WING: TOTAL													
EST.NO.ACTIVE	207571	15499	48438	100513	14294	6754	4205	928	1225	5772	3106	8802	41305
% STD. ERROR	0.5	3.5	2.4	1.3	5.4	3.1	10.0	19.4	12.2	7.8	10.3	7.2	
EST. % ACTIVE	83.4												
ROTORCRAFT PISTON													
EST.NO.ACTIVE	2935	154	263	845	489	369	509	10	0	32	462	23	2580
% STD. ERROR	6.3	42.4	22.3	16.4	21.2	23.9	21.1	*	0.0	*	23.4	*	
EST. % ACTIVE	53.2												
TURBINE													
EST.NO.ACTIVE	4160	881	278	80	84	209	330	145	7	1471	641	72	614
% STD. ERROR	2.8	16.2	26.8	*	*	40.3	28.4	34.1	*	12.0	20.7	*	
EST. % ACTIVE	87.1												
ROTORCRAFT: TOTAL													
EST.NO.ACTIVE	7096	1035	541	705	533	578	840	155	7	1504	1104	96	3194
% STD. ERROR	3.1	15.1	17.6	16.0	20.1	21.1	17.0	32.4	*	12.0	15.5	*	
EST. % ACTIVE	69.0												
OTHER													
EST.NO.ACTIVE	6275	141	119	4091	480	0	128	244	0	16	567	509	1983
% STD. ERROR	2.7	47.9	32.9	4.1	17.7	0.0	33.8	26.7	0.0	*	19.7	19.1	
EST. % ACTIVE	76.0												
TOTAL													
EST.NO.ACTIVE	220943	16675	47098	105309	15287	7332	5173	1328	1232	7292	4777	9406	48482
% STD. ERROR	0.5	3.4	2.4	1.3	5.1	3.3	8.7	14.9	12.2	6.5	8.0	6.9	
EST. % ACTIVE	82.6												

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
ROW SUMMATIONS MAY DIFFER FROM PRINTED TOTALS BECAUSE SOME ACTIVE AIRCRAFT DID NOT REPORT USE.

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1984

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	4097	11.2	6.6	3842	12.0	88.9
1 ENG: 4+ SEATS	51534	2.2	46.9	50611	2.2	98.2
1 ENGINE: TOTAL	55630	2.2	32.4	54253	2.2	97.5
2 ENG: 1-6 SEATS	15368	1.9	92.9	15229	2.0	99.1
2 ENG: 7+ SEATS	8382	2.8	96.1	8359	2.8	99.7
2 ENGINE: TOTAL	23750	1.6	94.0	23588	1.6	99.3
PISTON: OTHER	157	24.6	59.9	159	24.1	100.0
PISTON: TOTAL	79537	1.6	40.2	78000	1.6	98.1
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	5098	0.5	100.0	4935	1.4	96.8
2 ENG: 13+ SEATS	680	2.1	100.0	673	2.5	99.1
2 ENGINE: TOTAL	5778	0.5	100.0	5609	1.3	97.1
TURBOPROP: OTHER	120	0.0	88.0	120	0.0	100.0
TURBOPROP: TOTAL	5898	0.5	100.0	5729	1.3	97.2

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1984

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	3934	0.3	100.0	3909	0.6	99.4
TURBOJET: OTHER	577	7.4	100.0	577	7.4	100.0
TURBOJET: TOTAL	4512	1.0	100.0	4488	1.1	99.4
FIXED WING: TOTAL	89944	1.4	43.3	88214	1.4	98.1
ROTORCRAFT						
PISTON	10	145.9	0.4	0	0.0	0.0
TURBINE	378	22.8	9.0	375	23.7	99.8
ROTORCRAFT: TOTAL	388	22.5	5.4	375	23.7	97.1
OTHER	107	49.4	1.7	18	83.0	15.0
TOTAL	90437	1.4	40.9	88805	1.4	98.0

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 1	14004	7611	420	5.5	54.3	3.0
OTHER 2	1404	873	71	8.2	62.2	5.1
OTHER 3	335	91	35	38.8	27.0	10.5
OTHER 4	285	171	25	14.6	64.8	9.5
OTHER 5	158	91	19	20.5	57.7	11.8
OTHER 6	360	317	30	9.3	88.1	8.2
OTHER 7	190	157	26	16.5	82.4	13.6
OTHER 8	99	82	15	18.2	82.5	15.0
OTHER 9	569	515	39	7.6	90.5	6.9
OTHER 10	250	206	28	13.5	82.4	11.1
OTHER 11	1579	598	107	18.0	37.9	6.8
OTHER 12	318	170	55	32.5	53.9	17.5
OTHER 13	2289	1391	135	9.7	60.8	5.9
ADAMS A50S	103	95	7	7.0	91.8	6.4
AERORSJ2	35	10	4	46.9	27.3	12.8
AEROSPSA318	139	136	13	9.4	97.7	9.1
AGUSTA A109	54	54	0	0.0	100.0	0.0
AIR&SPACE 18	22	3	3	116.3	12.5	14.5
AIRPTSA	233	82	27	33.1	35.4	11.7
AIRTRCAT300	407	354	31	8.8	87.0	7.5
AIRTRCAT400	50	50	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AMD FALC10	143	143	0	0.0	100.0	0.0
AMD FALC20	208	205	7	3.3	98.4	3.2
AMD FALC50	100	100	0	0.0	100.0	0.0
AMTR TMK	28	2	6	225.8	9.5	21.5
ARCTICS1A	91	36	10	27.6	40.0	11.1
ARCTICS1B1	23	15	4	29.4	64.7	19.0
ARONCA15	198	164	36	22.2	82.8	18.4
ARONCA58	149	36	15	41.6	24.0	10.0
ARONCA65	147	60	17	28.6	41.1	11.8
ARONCAC3	60	17	5	31.8	27.6	8.8
AVIANWFALCON	27	21	3	13.5	78.7	10.6
AVIANWSKYHWK	39	39	0	0.0	100.0	0.0
AYRES S2	903	722	86	12.0	79.9	9.6
BAC 111	26	26	0	0.0	100.0	0.0
BAG B206	32	29	6	20.9	92.0	19.2
BAG DH125	69	69	0	0.0	100.0	0.0
BALWKSFIREFY	1253	1124	67	6.0	89.7	5.4
BBAVIA11	830	264	63	23.9	31.8	7.6
BBAVIA7	3488	2416	170	7.0	69.3	4.9
BBAVIA8	238	233	7	2.9	97.7	2.9
BEECH 100	275	275	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 17	195	72	30	41.6	37.0	15.4
BEECH 18	867	417	122	29.3	48.2	14.1
BEECH 200	884	884	0	0.0	100.0	0.0
BEECH 23	2843	2579	73	2.8	90.7	2.6
BEECH 300	21	21	0	0.0	100.0	0.0
BEECH 33	1720	1676	34	2.0	97.4	2.0
BEECH 35	6913	6162	173	2.8	89.1	2.5
BEECH 36	2101	2072	32	1.5	98.6	1.5
BEECH 45	295	189	30	15.6	64.0	10.0
BEECH 50	338	242	42	17.5	72.2	12.6
BEECH 55	2277	2178	51	2.3	95.6	2.2
BEECH 56	64	43	8	18.5	67.6	12.5
BEECH 58	1515	1486	32	2.1	98.1	2.1
BEECH 60	429	417	17	4.1	97.3	4.0
BEECH 65	132	126	10	8.3	95.1	7.9
BEECH 76	329	321	14	4.4	97.5	4.3
BEECH 77	248	241	11	4.7	97.1	4.5
BEECH 80	180	161	26	16.3	89.5	14.6
BEECH 90	1119	1119	0	0.0	100.0	0.0
BEECH 95	467	432	34	7.9	92.6	7.4
BEECH 99	94	90	6	6.2	95.8	5.9

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BELL 47	1280	889	105	11.8	70.6	8.3
BELL 204	25	20	4	20.0	80.0	16.0
BELL 205	25	6	8	125.2	25.0	31.3
BELL 206	2237	2059	88	4.3	92.0	3.9
BELL 212	122	122	0	0.0	100.0	0.0
BELL 222	57	55	4	7.2	96.2	6.9
BELL 412	28	28	0	0.0	100.0	0.0
BLANCA11	80	37	11	30.6	46.2	14.1
BLANCA1413	267	121	32	26.7	45.4	12.1
BLANCA1419	271	218	26	11.8	80.5	9.5
BLANCA17	1066	1023	34	3.3	96.0	3.2
BLANCA7	2352	1766	131	7.4	75.1	5.6
BLANCA8	479	442	17	3.8	92.2	3.5
BNORM BN2	115	82	6	7.1	71.1	5.0
BOEING707	78	12	15	123.8	16.0	19.8
BOEING720	24	24	0	0.0	100.0	0.0
BOEING727	109	63	28	45.4	57.5	26.1
BOEING737	15	15	0	0.0	100.0	0.0
BOEING747	30	30	0	0.0	100.0	0.0
BOEING75	1915	617	116	18.7	32.2	6.0
BOEING767	4	0	0	0.0	0.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BOLKMS117	23	15	5	37.1	64.3	23.9
BRANTLY B2	128	56	20	35.0	43.6	15.3
BRASOVIS28	51	45	4	7.8	88.3	6.9
BRWSTRFLEET2	28	12	3	25.4	44.5	11.3
BRWSTRFLEET7	23	8	3	36.7	35.7	13.1
BUKER 131	30	6	5	74.1	21.4	15.9
CAMRONMODEL0	188	188	18	10.7	90.5	9.7
CESSNA120	876	457	90	19.6	52.1	10.2
CESSNA140	2358	1858	130	7.8	70.2	5.5
CESSNA150	19858	17834	330	1.8	90.0	1.7
CESSNA170	2473	1965	132	6.7	79.5	5.3
CESSNA172	25385	23883	285	1.2	94.2	1.1
CESSNA175	1325	1198	69	5.8	90.4	5.2
CESSNA177	2891	2745	57	2.1	95.0	2.0
CESSNA180	2720	2372	59	2.5	87.2	2.2
CESSNA182	13954	12873	225	1.8	92.3	1.8
CESSNA185	1615	1506	26	1.7	93.3	1.8
CESSNA188	1838	1693	70	4.1	92.1	3.8
CESSNA190	85	67	8	11.7	79.0	9.3
CESSNA195	485	328	50	15.2	67.3	10.3
CESSNA205	250	131	40	30.7	52.3	18.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA206	3065	2915	68	2.3	95.1	2.2
CESSNA207	411	377	16	4.1	91.6	3.8
CESSNA210	6355	6199	100	1.6	97.5	1.6
CESSNA303	180	174	8	4.3	96.8	4.2
CESSNA305	278	203	33	16.4	72.9	12.0
CESSNA310	3237	2795	94	3.4	86.3	2.9
CESSNA320	330	302	11	3.5	91.4	3.2
CESSNA335	52	52	0	0.0	100.0	0.0
CESSNA336	90	84	7	8.9	93.3	8.3
CESSNA337	1253	1102	72	6.5	87.9	5.8
CESSNA340	968	884	58	6.4	91.3	5.8
CESSNA401	240	234	13	5.5	97.3	5.3
CESSNA402	709	699	20	2.8	98.7	2.8
CESSNA404	165	163	10	6.0	98.5	5.9
CESSNA411	158	141	23	16.6	89.2	14.8
CESSNA414	804	804	0	0.0	100.0	0.0
CESSNA421	1308	1173	74	6.3	89.7	5.7
CESSNA425	185	181	6	3.6	97.5	3.8
CESSNA441	248	248	0	0.0	100.0	0.0
CESSNA500	547	547	0	0.0	100.0	0.0
CESSNA501	54	53	2	3.9	97.4	3.8

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA650	49	49	0	0.0	100.0	0.0
CESSNAT50	87	14	9	63.2	21.4	13.5
CESSNAUC94	35	12	4	34.1	33.3	11.4
CHILD S1	62	51	6	10.8	82.2	8.9
CHILD S2	175	162	9	5.8	92.3	5.4
CNDAIRCL600	87	87	0	0.0	100.0	0.0
COMMTH185	107	44	12	26.0	41.4	10.8
CONAERLA4	491	430	41	9.7	87.6	8.5
CURTISC46	50	14	8	54.7	27.6	15.1
CURTISJR	24	6	2	34.2	23.5	8.1
CURTISROBIN	37	6	4	71.6	15.4	11.0
CURTISTRVAIR	185	18	17	93.0	9.8	9.1
CVAC 22	35	0	0	0.0	0.0	0.0
CVAC 240	34	2	3	149.7	6.2	9.4
CVAC 340	20	11	7	58.7	57.1	33.5
CVAC 440	23	16	5	33.3	71.4	23.8
CVAC BT13	100	53	21	39.5	53.3	21.0
CVAC L13	21	2	2	90.4	11.1	10.0
CVAC STC580	38	38	4	11.9	95.2	11.3
DART G	25	11	3	31.5	42.9	13.5
DHAV DHC1	88	69	6	8.5	78.2	6.7

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
DHAV DHC2	284	197	36	18.1	69.2	12.5
DHAV DHC3	25	14	3	21.7	55.1	12.0
DHAV DHC6	75	72	4	6.0	95.7	5.8
DHAVXXDH82	78	62	9	14.6	80.0	11.6
DOUG A26	27	21	3	16.1	78.6	12.7
DOUG DC10	28	28	0	0.0	100.0	0.0
DOUG DC3	373	278	63	22.8	74.4	17.0
DOUG DC4	84	70	18	25.4	83.9	21.3
DOUG DC6	111	83	23	27.8	74.6	20.7
DOUG DC7	39	18	4	23.7	45.1	10.7
DOUG DC8	88	0	0	0.0	0.0	0.0
DOUG DC9	61	31	15	48.4	51.4	24.9
EAGLE DW	79	79	0	0.0	100.0	0.0
EAGLEBC7	41	38	2	6.0	93.8	5.6
EIRVON20	114	109	9	8.0	95.2	7.6
EMAIR MA1	20	11	5	43.9	54.5	24.0
EMB 110	57	51	9	17.7	89.7	15.9
ENSTRM280	137	115	18	13.7	83.9	11.5
ENSTRMF28	312	265	19	7.1	84.8	6.0
FLEET 16B	23	9	3	31.9	38.5	12.3
FRCHLD24	285	84	25	29.4	29.6	8.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FRCHLDC119	34	31	9	29.3	90.0	26.4
FRCHLDF27	30	30	0	0.0	100.0	0.0
FRCHLDFH1100	81	19	18	98.4	23.1	22.7
FRCHLDM82	224	139	33	23.4	62.2	14.6
GENBALAX8	68	54	5	10.0	79.7	7.9
GLASFL201	36	33	2	6.2	90.5	5.6
GLASFLH301	116	103	11	10.5	89.0	9.3
GROB 103CAT	59	54	3	5.1	92.2	4.7
GROB 109	53	51	1	2.8	97.0	2.7
GROB ASTIR	63	54	4	6.9	86.4	6.0
GRTLKS2T1	188	94	25	26.5	50.2	13.3
GRUMAVAA1	587	552	38	6.9	94.0	6.5
GRUMAVAA5	1063	1027	35	3.4	96.6	3.3
GRUMAVG1159	41	41	0	0.0	100.0	0.0
GRUMAVG164	1288	1089	58	5.3	84.6	4.5
GRUMAVG21	52	29	8	28.8	56.3	16.2
GRUMAVTBM	33	15	6	38.2	45.8	17.5
GULSTM112	695	570	58	10.1	82.1	8.3
GULSTM500	325	267	12	4.4	82.3	3.6
GULSTM520	58	29	12	41.0	49.7	20.4
GULSTM560	122	37	23	61.1	30.6	18.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GULSTM680	321	216	37	17.0	67.3	11.4
GULSTM680TP	118	87	19	22.5	73.5	16.5
GULSTM690TC	30	30	0	0.0	100.0	0.0
GULSTM690TP	499	499	0	0.0	100.0	0.0
GULSTMAA1	610	543	22	4.1	89.1	3.6
GULSTMAA5	653	607	35	5.8	93.0	5.4
GULSTMG1159	169	169	0	0.0	100.0	0.0
GULSTMG159	125	125	0	0.0	100.0	0.0
GULSTMG44	81	69	16	22.7	84.9	19.3
GULSTMG73	28	25	3	9.9	90.7	9.0
GULSTMGA7	58	53	5	8.6	90.9	7.8
H-1	145	89	23	25.6	61.5	15.8
H13/HTL	79	27	9	33.3	34.1	11.3
H19/45	77	13	13	98.6	16.7	16.5
H23/HTE	145	15	16	110.5	10.1	11.2
H34/55	63	5	5	107.5	7.1	7.7
H37	47	0	0	0.0	0.0	0.0
HELIO H295	102	50	14	27.4	49.3	13.5
HELIO H391	23	10	3	28.0	43.7	12.3
HELIO H395	21	10	3	30.8	50.0	15.4
HILLERUH12	498	170	77	45.3	34.3	15.5

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
HUGHES269	729	469	63	13.5	64.3	8.7
HUGHES369	678	604	23	3.8	89.0	3.4
HWKSLYDH104	32	3	5	155.1	9.5	14.8
HWKSLYDH125	193	193	0	0.0	100.0	0.0
INTRCP200	30	28	2	8.6	94.4	8.1
ISRAEL1121	107	93	12	13.3	87.1	11.6
ISRAEL1123	26	23	3	11.4	90.0	10.3
ISRAEL1124	191	191	0	0.0	100.0	0.0
JBHSTRDGA15	81	9	9	103.3	10.9	11.3
LAIKFN10	37	5	2	49.0	13.6	6.7
LEAR 23	60	54	6	11.7	89.3	10.4
LEAR 24	172	125	21	16.5	72.7	12.0
LEAR 25	263	261	6	2.3	99.3	2.3
LEAR 35	409	409	0	0.0	100.0	0.0
LEAR 55	80	80	0	0.0	100.0	0.0
LET L13	173	160	10	6.3	92.6	5.8
LKHEED1011	17	0	0	0.0	0.0	0.0
LKHEED12A	21	9	3	35.6	42.9	15.3
LKHEED1329	95	77	14	17.9	80.9	14.4
LKHEED18	64	47	14	30.3	72.7	22.0
LKHEEDPV1	36	0	0	0.0	0.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
LKHEEDT33	46	0	0	0.0	0.0	0.0
LUSCOM8	2165	1288	61	4.8	58.6	2.8
MARTIN404	24	0	0	0.0	0.0	0.0
MAULE M4	275	243	20	8.4	88.3	7.4
MAULE M5	449	427	15	3.4	95.1	3.3
MAULE M6	68	65	3	4.1	96.2	3.9
MBB BO105	107	107	0	0.0	100.0	0.0
MCLISHFUNK8	141	79	18	20.5	55.9	11.4
MEYERSOTW	52	35	5	12.9	67.4	8.7
MNCOUP90	68	32	8	25.6	47.7	12.2
MNMITEN18	149	52	19	36.9	34.8	12.9
MOOFD47	69	64	6	8.7	93.1	8.1
MOOFDUH12	21	6	4	62.5	30.0	18.8
MOONEYM20	6122	5899	133	2.3	93.1	2.2
MRCHTIS205	45	36	4	11.4	79.4	9.0
MTSBSIMJ2	385	328	28	8.4	89.9	7.6
MTSBSIMJ300	77	75	5	6.2	97.9	6.1
MULTECD16	48	34	4	12.8	73.7	9.4
NAMER B25	55	28	7	25.6	50.6	12.9
NAMER F51	137	64	25	38.5	47.1	18.1
NAMER NA26O	60	33	7	21.2	55.2	11.7

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
NAMER T6	538	302	82	27.1	56.2	15.2
NATBAL752	20	20	0	0.0	100.0	0.0
NAVAL N3N	142	81	17	20.6	57.1	11.8
NAVIONNAVION	573	346	54	15.7	60.4	9.5
NORD SV4	45	9	8	82.8	20.8	17.3
NORWST65	58	40	7	17.5	68.8	12.0
OTHEXMILPIST	23	5	3	70.8	20.0	14.2
PARTENP68	48	45	3	7.1	97.0	6.9
PICARDAX6	153	92	6	7.0	59.9	4.2
PILATSB4	25	25	0	0.0	100.0	0.0
PIPER 600	403	403	0	0.0	100.0	0.0
PIPER E2	20	9	2	28.3	43.7	12.4
PIPER J2	58	10	4	38.1	17.5	6.7
PIPER J3	4148	1980	176	9.0	47.3	4.3
PIPER J4	243	110	28	25.3	45.5	11.5
PIPER J5	358	167	36	21.7	46.9	10.2
PIPER PA12	1344	850	54	6.3	63.3	4.0
PIPER PA14	105	66	11	16.4	62.6	10.3
PIPER PA15	186	125	20	16.3	67.2	11.0
PIPER PA16	360	279	28	10.1	77.4	7.8
PIPER PA17	113	48	12	25.1	42.7	10.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP 1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA18	3532	3008	160	5.3	85.1	4.5
PIPER PA20	446	318	49	15.4	71.4	11.0
PIPER PA22	4893	3379	106	3.1	69.1	2.2
PIPER PA23	3517	2741	153	5.6	77.9	4.4
PIPER PA24	3215	2992	93	3.1	93.0	2.9
PIPER PA25	1355	1217	71	5.8	89.8	5.2
PIPER PA28	22711	21438	248	1.2	94.4	1.1
PIPER PA30	1283	1158	54	4.7	90.3	4.2
PIPER PA31	2131	2067	37	1.8	97.0	1.7
PIPER PA31T	616	616	0	0.0	100.0	0.0
PIPER PA32	4527	4271	113	2.6	94.3	2.5
PIPER PA34	2225	2132	83	3.9	95.8	3.7
PIPER PA36	407	396	11	2.7	97.3	2.6
PIPER PA38	1563	1499	36	2.4	95.9	2.3
PIPER PA42	88	88	0	0.0	100.0	0.0
PIPER PA44	352	327	8	2.5	92.8	2.3
PIPER PA46	84	83	2	2.7	98.7	2.8
PRATT PRG1	20	6	3	59.3	28.6	17.0
PROPJT200	69	63	6	9.1	92.0	8.4
RAVEN RX6	206	112	22	19.5	54.5	10.6
RAVEN S50	87	53	13	25.0	60.4	15.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RAVEN S55	782	679	16	2.3	88.9	2.0
RAVEN S60	157	152	6	4.0	98.9	3.9
RAVEN S66	36	35	2	5.7	95.8	5.4
RKWELL500	39	39	0	0.0	100.0	0.0
RKWELL700	24	21	3	15.2	85.7	13.0
RKWELLNA265	346	346	0	0.0	100.0	0.0
ROBSINR22	258	247	17	6.8	95.6	6.5
ROLSCHLS	114	104	7	6.6	91.0	6.0
RYAN ST3	161	113	21	18.4	70.4	12.9
RYAN STA	34	26	5	21.0	75.0	15.7
SCHLERASW15	36	36	0	0.0	100.0	0.0
SCHLERASW19	54	51	2	3.7	94.9	3.5
SCHLERASW20	98	91	4	4.1	94.8	3.9
SCHLERK8	22	21	1	4.9	94.1	4.6
SCHLERKA6	74	58	6	10.3	78.0	7.8
SCWZERG164	248	239	7	2.8	97.0	2.7
SCWZERSG1	782	537	46	8.6	70.5	6.1
SCWZERSG2	590	428	52	12.2	72.3	8.8
SEMCO CLNGER	27	7	4	65.7	25.0	16.4
SEMCO MODELT	29	5	5	94.6	16.7	15.8
SKRSKYS55	30	13	5	37.2	44.0	16.4

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SKRSKYS58	63	28	12	42.2	44.4	18.8
SKRSKYS76	138	138	0	0.0	100.0	0.0
SLINDS100	318	195	38	19.4	61.8	11.9
SMITH 600	373	352	8	2.3	94.4	2.1
SNIAS AS350	246	228	24	10.5	92.7	9.7
SNIAS AS355	146	148	0	0.0	100.0	0.0
SNIAS SA318	27	27	0	0.0	100.0	0.0
SNIAS SA341	45	25	8	32.3	55.2	17.8
SOCATAMS894	40	38	3	8.8	90.9	8.0
SOCATARALLYE	20	19	1	7.4	94.2	7.0
SPHRTHCIRRUS	104	87	6	6.9	83.3	5.7
SPHRTHNIMBUS	52	40	5	11.5	77.7	9.0
SPHRTHVENTUS	50	48	2	4.1	95.2	3.9
STBROSSD3	31	31	0	0.0	100.0	0.0
STNSON10	157	20	11	56.6	12.6	7.2
STNSONL5	131	64	18	28.2	48.8	13.7
STNSONSR9	26	9	2	25.0	33.3	8.3
STNSONV77	105	20	10	49.6	19.3	9.6
STOLAMRC3	224	93	30	32.4	41.4	13.4
SUPAC LA	99	16	6	37.3	15.8	5.9
SUPAC V	29	7	3	36.3	25.0	9.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SWRNGNSA226	166	151	10	6.9	91.0	6.3
SWRNGNSA227	75	75	0	0.0	100.0	0.0
SWRNGNSA26	104	100	7	7.0	96.2	6.7
TCRAFK21	20	20	0	0.0	100.0	0.0
TCRAFKD	286	65	28	42.8	22.6	9.7
TCRAFTA	30	1	1	92.6	3.5	3.6
TCRAFTBC	1844	1085	112	10.3	58.8	6.1
TCRAFTBF	40	17	5	27.2	43.2	11.7
TCRAFTBL	231	44	22	51.1	19.0	9.7
TEMCO 11A	30	14	3	24.0	46.3	11.1
TH55	43	25	5	20.6	58.2	12.0
THUNDRAX7	55	48	8	16.9	88.0	14.9
TMPSONNAVION	842	434	25	5.7	67.5	3.9
TOMCAT	37	31	4	13.3	83.3	11.0
TRYTEK85	349	101	38	37.6	28.8	10.8
TRYTEKK	33	5	2	40.9	16.0	6.5
UNIVACGC1	664	382	50	13.0	57.6	7.5
UNIVAR108	2009	1350	130	9.7	67.2	6.5
UNIVAR415	2409	1521	108	7.1	63.1	4.5
VARGA 2150	132	122	10	8.8	92.2	7.9
VICKER745	21	20	3	16.5	94.1	15.5

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WACO ASO	30	8	4	43.3	27.3	11.8
WACO GXE	38	6	3	42.9	17.9	7.7
WACO R	30	15	3	20.4	50.0	10.2
WACO U	20	4	2	42.9	17.6	7.6
WACO UPF7	184	70	14	19.3	42.7	8.2
WACO YK	55	9	4	45.0	15.9	7.2
WSK M18	40	39	2	4.2	97.3	4.1
WTHRLY201	88	59	4	7.5	67.1	6.5
TOTAL	267429	220943	1032	0.5	82.6	0.4

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	INC DAY				INC NIGHT				INC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	3502	417	88275	18090	1177	250	11043	3158	3505	417	79336	17748
1 ENG: 4+ SEATS	45543	1118	1147317	61182	26057	1008	319413	23453	45932	1118	1466036	77281
1 ENGINE: TOTAL	49045	1192	1215592	63263	27234	1039	330456	23665	49438	1193	1545372	78292
2 ENG: 1-6 SEATS	13489	270	502728	34097	10136	343	247546	30483	13589	265	751111	52845
2 ENG: 7+ SEATS	7302	222	481028	55439	6118	274	259873	41002	7389	212	740788	84185
2 ENGINE: TOTAL	20771	350	983758	65088	16254	439	507419	51092	20888	339	1491880	98390
PISTON: OTHER	162	38	10012	4987	73	21	989	488	162	36	10831	5128
PISTON: TOTAL	69979	1242	2209359	90901	43561	1128	838843	58308	70598	1241	3048232	127254
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	4927	35	341647	30498	4738	71	149797	18952	4927	35	491427	38837
2 ENG: 13+ SEATS	602	19	172228	26844	593	27	86895	13898	620	14	259120	35897
2 ENGINE: TOTAL	5529	40	513874	40629	5331	75	236782	21795	5547	38	750547	53889
TURBOPROP: OTHER	87	16	2258	759	45	20	1425	387	87	16	3882	1081
TURBOPROP: TOTAL	5617	43	516132	40638	5376	78	238218	21798	5634	41	754229	53710

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3771	10	311342	35994	3628	48	126857	14275	3771	10	438159	47743
TURBOJET: OTHER	396	36	99194	11218	386	37	44430	5189	396	36	143624	15913
TURBOJET: TOTAL	4167	38	410536	37702	4013	80	171287	15189	4167	38	581783	50325
FIXED WING: TOTAL	79762	1244	3136028	106489	52950	1132	1248346	62262	80399	1242	4384244	147008
ROTORCRAFT												
PISTON	52	39	636	403	49	38	403	345	52	39	1039	708
TURBINE	338	74	14215	4191	261	62	8472	2649	399	77	22604	6005
ROTORCRAFT: TOTAL	389	83	14851	4210	310	73	8876	2671	451	88	23843	6047
OTHER AIRCRAFT	37	23	915	566	0	0	0	0	37	23	915	566
TOTAL	80189	1247	3202824	106554	53259	1135	1277577	62319	80888	1245	4460401	147131

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	81558	134	7818732	307587	23717	719	553220	50332	81881	45	8374334	339343
1 ENG: 4+ SEATS	109278	183	11608583	286851	78828	1057	1478352	67388	109843	128	13092708	299899
1 ENGINE: TOTAL	170834	227	19427298	407194	100343	1278	2031572	84092	171524	138	21467044	452872
2 ENG: 1-6 SEATS	16328	68	1792159	71621	13909	266	427992	37256	16455	48	2222084	89641
2 ENG: 7+ SEATS	8500	76	1440788	108834	6757	271	406578	44817	8551	84	1847826	126555
2 ENGINE: TOTAL	24828	102	3232925	130288	20666	379	834570	58280	25008	79	4069890	155202
PISTON: OTHER	281	7	45393	13031	188	28	5858	1831	281	7	51435	14848
PISTON: TOTAL	195923	249	22705612	427728	121197	1333	2871798	102328	196791	157	25583374	478952
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	4815	58	998389	66194	4398	110	213439	23422	4815	58	1211718	78620
2 ENG: 13+ SEATS	616	15	382087	43464	580	22	113309	16928	618	14	475395	52555
2 ENGINE: TOTAL	5431	60	1380486	79189	4978	112	326748	28899	5433	60	1687113	94589
TURBOPROP: OTHER	171	8	42071	13187	75	28	2288	1138	171	8	44380	13389
TURBOPROP: TOTAL	5602	60	1402557	80279	5051	115	329036	28921	5805	60	1731473	95512

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3380	82	682972	38462	3179	93	201232	20728	3380	82	884100	45074
TURBOJET: OTHER	449	22	65587	12632	293	38	24548	7810	449	22	90135	15685
TURBOJET: TOTAL	3829	84	748559	40483	3472	100	225780	22151	3829	84	974235	48784
FIXED WING: TOTAL	205354	270	24858720	437075	129719	1342	3428615	108617	208225	183	28294078	490814
ROTORCRAFT												
PISTON	2904	37	514425	54007	1445	148	71472	23456	2933	6	587088	63228
TURBINE	4000	79	1593373	119948	2284	187	297003	55035	4121	17	1836721	115890
ROTORCRAFT: TOTAL	6904	87	2107799	131548	3729	237	388475	59825	7054	18	2483810	132044
OTHER AIRCRAFT	8201	30	352270	23100	183	53	2847	1743	8268	6	354838	23101
TOTAL	218459	285	27778738	457028	133611	1364	3881680	124015	219545	189	31838415	506790

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING								
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	81666	126	7887408	309940	23740	719	584279	51300
1 ENG: 4+ SEATS	109849	114	12781822	289063	77494	1046	1797836	81334
1 ENGINE: TOTAL	171315	170	20649026	423816	101234	1269	2382115	96161
2 ENG: 1-6 SEATS	16468	42	2294746	86067	14244	251	675258	60531
2 ENG: 7+ SEATS	8678	38	1921798	128897	7377	235	666409	74283
2 ENGINE: TOTAL	25144	57	4216545	154990	21621	344	1341667	95823
PISTON: OTHER	262	0	57110	15953	194	21	6625	1852
PISTON: TOTAL	196720	179	24922682	451549	123049	1315	3710409	135766
FIXED WING - TURBOPROP								
2 ENG: 1-12 SEATS	4992	0	1339959	75611	4876	48	383103	31217
2 ENG: 13+ SEATS	638	4	534097	57421	618	15	200226	25073
2 ENGINE: TOTAL	5630	4	1874056	94943	5494	50	583329	40040
TURBOPROP: OTHER	178	0	44329	13714	80	28	3713	1256
TURBOPROP: TOTAL	5807	4	1918385	95928	5574	58	587042	40060

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET								
2 ENGINE TURBOJET	3780	0	993390	44989	3880	32	327751	25886
TURBOJET: OTHER	540	0	164782	18252	389	37	68977	11322
TURBOJET: TOTAL	4320	0	1158171	48551	4070	49	398729	28254
FIXED WING: TOTAL	206847	179	27999246	464172	132692	1317	4674181	144345
ROTORCRAFT								
PISTON	2907	38	515082	54032	1445	148	71875	23475
TURBINE	4076	65	1606180	119390	2284	187	305451	55367
ROTORCRAFT: TOTAL	6983	74	2121243	131047	3729	237	377327	60138
OTHER AIRCRAFT	8220	23	353184	23080	163	53	2647	1743
TOTAL	220051	195	30980587	482869	136584	1339	5138229	156381

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1984

REGION	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	1118	210	76422	37881	484	108	18690	7920	1188	211	95111	41682
CENTRAL	5028	502	161592	27038	3218	397	74327	19154	5068	505	235344	39750
EASTERN	9470	637	463308	53502	6544	519	175713	25990	9528	638	638747	76449
EUROPEAN OFFICE	302	119	21801	19480	207	102	5117	2832	302	119	26919	22010
GREAT LAKES	14588	810	608134	58157	9751	654	241729	33203	14728	813	849725	81178
NEW ENGLAND	2890	371	140607	26748	1988	301	40734	9304	2957	378	181594	33114
NORTHWEST MT.	6751	585	212691	34781	3843	420	81958	23925	6785	588	294644	49900
SOUTHERN	13846	754	570706	55442	10209	640	291955	43187	13945	758	862552	91417
SOUTHWESTERN	13495	751	576375	61032	9292	611	220431	31222	13587	754	796808	84910
WESTERN-PACIFIC	12887	746	286341	39370	7855	584	110609	18462	12953	748	396835	57005
TOTAL	80189	1247	3202824	106554	53259	1135	1277577	62319	80888	1245	4480401	147131

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1984

REGION	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	7317	504	947858	102477	3186	345	77217	15182	7351	504	1025186	108920
CENTRAL	13109	783	1383200	119183	8439	657	193982	27066	13118	784	1579817	135009
EASTERN	23239	1004	2644788	188836	14365	815	517411	59680	23408	1006	3161916	224684
EUROPEAN OFFICE	482	155	98583	50400	235	117	5574	2816	482	155	102158	52015
GREAT LAKES	38067	1246	4095273	216583	23411	1029	613267	48537	38293	1249	4709496	250062
NEW ENGLAND	8120	614	1011475	109308	5126	504	134674	21623	8130	614	1146116	125424
NORTHWEST MT.	23962	1020	2658669	171607	12772	786	241430	32818	24130	1023	2900814	185953
SOUTHERN	32582	1167	4329448	248387	21053	989	731287	85542	32795	1171	5070081	292880
SOUTHWESTERN	34284	1182	5022113	319387	21637	971	651013	85506	34360	1183	5680437	347312
WESTERN-PACIFIC	37334	1221	5172685	386366	24237	1030	671755	69360	37541	1223	5845594	428121
TOTAL	218459	285	27776735	457026	133811	1364	3861680	124015	219545	189	31638415	508790

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1984

REGION	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	7384	506	1024302	118142	3249	348	95912	20494
CENTRAL	13131	784	1544782	131851	8593	862	268121	41689
EASTERN	23487	1006	3107778	216812	14772	822	692714	75903
EUROPEAN OFFICE	491	155	118384	54610	291	125	10691	4130
GREAT LAKES	38339	1249	4704121	242983	23887	1033	855213	74154
NEW ENGLAND	8170	615	1152370	121278	5230	507	175380	27868
NORTHWEST MT.	24081	1022	2872170	184038	13027	791	323384	45829
SOUTHERN	32704	1168	4903253	273615	21611	977	1023283	111872
SOUTHWESTERN	34739	1188	5600048	335792	22082	978	871641	101227
WESTERN-PACIFIC	37470	1222	5480299	394998	24593	1036	782318	75583
TOTAL	220051	195	30980587	482869	136584	1339	5138229	156381

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
OTHER 1	49	55	424	479	7611	0	429798	66240
OTHER 2	285	59	18111	6640	870	7	114912	21947
OTHER 3	22	13	481	594	91	0	6508	2032
OTHER 4	137	18	12487	4025	166	8	25849	12501
OTHER 5	51	19	6665	4825	91	0	11595	7888
OTHER 6	284	26	38032	9528	317	0	88730	18951
OTHER 7	154	8	83742	26300	157	0	109277	36705
OTHER 8	68	16	1113	899	82	0	12470	12127
OTHER 9	515	0	58528	19567	385	59	100241	25148
OTHER 10	100	35	13221	13910	196	15	21744	10666
OTHER 11	0	0	0	0	598	0	32851	9221
OTHER 12	41	25	2586	1945	170	0	66238	19875
OTHER 13	10	19	103	191	1391	0	46759	9288
ADAMS A50S	0	0	0	0	95	0	5596	2856
AERORSJ2	0	0	0	0	10	0	143	13
AEROSPSA318	0	0	0	0	136	0	98398	10388
AGUSTA A109	50	10	304	364	15	17	2982	3447
AIR&SPACE 18	0	0	0	0	3	0	110	0
AIRPTSA	0	0	0	0	82	0	8707	3350
AIRTRCAT300	0	0	0	0	354	0	120590	12126
AIRTRCAT400	0	0	0	0	50	0	20086	2307
AMD FALC10	137	8	16781	5062	138	7	34474	5166

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AMD FALC20	205	0	12831	3142	200	9	49746	9277
AMD FALC50	100	0	18904	5544	77	12	30844	7235
AMTR TMK	0	0	0	0	2	0	149	80
ARCTICS1A	0	0	0	0	36	0	1944	879
ARCTICS1B1	0	0	0	0	15	0	318	81
ARONCA15	0	0	0	0	164	0	7578	1803
ARONCA58	0	0	0	0	36	0	1892	403
ARONCA65	0	0	0	0	60	0	2280	624
ARONCAC3	0	0	0	0	17	0	238	84
AVIANMFALCON	0	0	0	0	21	0	295	72
AVIANMSKYHWK	0	0	0	0	39	0	1127	333
AYRES S2	5	3	384	328	722	0	265086	39904
BAC 111	28	0	1614	487	20	4	3911	1418
BAG B206	5	9	56	96	29	0	2708	444
BAG DH125	69	0	7139	1511	68	2	23080	2425
BALWKSFIREFY	0	0	0	0	1124	0	59143	10034
BBAVIA11	0	0	0	0	284	0	28883	8872
BBAVIA7	69	52	75	303	2416	0	138396	16090
BBAVIA8	4	7	1237	1941	228	7	21624	6932
BEECH 100	275	0	31186	9949	242	24	51450	14509
BEECH 17	28	14	262	171	72	0	3918	1307
BEECH 18	278	63	46068	28338	398	29	90011	53842

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 200	864	0	100881	25227	825	38	295838	54653
BEECH 23	837	122	18014	4048	2568	17	290777	29961
BEECH 300	13	3	522	187	21	0	1854	458
BEECH 33	1215	103	29817	8843	1676	0	174100	16091
BEECH 35	3134	254	66234	10815	6156	18	532343	38612
BEECH 36	1830	118	64973	14098	2072	0	281019	31174
BEECH 45	118	23	8813	4848	189	0	35259	8380
BEECH 50	121	45	2139	1141	242	0	21683	4823
BEECH 55	1813	98	88727	15605	2176	7	272998	20230
BEECH 56	41	4	1051	784	43	0	3867	1188
BEECH 58	1464	31	97268	21250	1488	0	254082	26370
BEECH 60	389	29	18254	5080	417	0	43182	9114
BEECH 65	58	25	7979	4839	126	0	28478	15399
BEECH 76	292	27	5501	1254	321	0	49481	11144
BEECH 77	47	29	701	839	237	9	60827	12875
BEECH 80	159	10	8219	8235	157	14	31448	27984
BEECH 90	1119	0	97891	17929	1119	0	230819	28798
BEECH 95	322	59	6607	3188	432	0	28812	9320
BEECH 99	90	0	28488	14848	81	9	73027	21395
BELL 47	24	35	69	99	869	0	208514	42892
BELL 204	0	0	0	0	20	0	5480	3147
BELL 205	0	0	0	0	8	0	1081	55

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 206	65	57	4677	4188	2059	0	1058048	104748
BELL 212	3	14	78	364	122	0	50677	7829
BELL 222	31	10	1088	472	55	0	18321	4970
BELL 412	23	7	3291	1004	26	0	8845	0
BLANCA11	0	0	0	0	37	0	1419	154
BLANCA1413	0	0	0	0	121	0	2116	653
BLANCA1419	14	17	479	636	218	0	8959	2896
BLANCA17	539	95	15003	6878	1023	0	108008	12815
BLANCA7	0	0	0	0	1766	0	138832	19090
BLANCA8	8	9	161	183	435	8	39899	5927
BNORM BN2	37	7	2104	650	82	0	47612	5850
BOEING707	12	0	2948	358	0	0	0	0
BOEING720	16	8	0	0	8	8	0	0
BOEING727	63	0	11575	5248	61	8	25399	12899
BOEING737	15	0	3000	0	15	0	12000	0
BOEING747	0	0	0	0	30	0	2310	0
BOEING75	0	0	0	0	617	0	32818	4764
BOLKMS117	0	0	0	0	15	0	1863	0
BRANTLY B2	8	9	216	226	58	0	4345	1568
BRASOVIS28	0	0	0	0	45	0	3292	832
BRWSTRFLEET2	2	2	42	39	11	2	557	132
BRWSTRFLEET7	0	0	0	0	8	0	243	70

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BUKER 131	0	0	0	0	6	0	212	53
CAMRONMODELO	0	0	0	0	168	0	7849	1781
CESSNA120	1	6	3	13	457	0	16259	2028
CESSNA140	26	31	185	216	1656	0	65948	9267
CESSNA150	1903	349	49851	16397	17861	14	3581685	293970
CESSNA170	119	72	553	350	1965	0	131880	15164
CESSNA172	7858	605	284207	37884	23695	114	3400263	203107
CESSNA175	35	40	1731	2043	1198	0	65187	7288
CESSNA177	1339	138	25814	4926	2745	0	274325	20109
CESSNA180	551	73	10928	3837	2358	13	237881	18445
CESSNA182	5239	413	166362	23556	12838	44	1396241	88968
CESSNA185	403	48	9144	1938	1504	4	304704	25288
CESSNA188	0	0	0	0	1693	0	471889	43029
CESSNA190	1	3	97	197	67	0	3066	730
CESSNA195	103	41	1062	729	326	0	15289	2643
CESSNA205	60	22	1311	547	131	0	16945	3122
CESSNA206	1418	167	43624	12947	2912	11	528311	68375
CESSNA207	187	30	20352	11555	377	0	199786	36737
CESSNA210	4787	292	153150	27770	6199	0	719348	65909
CESSNA303	162	12	6981	2251	174	0	34189	7744
CESSNA305	0	0	0	0	203	0	42828	26188
CESSNA310	2284	103	146134	25038	2743	36	392660	40455

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERRCR
CESSNA320	223	12	4873	608	302	0	29753	2325
CESSNA335	50	3	3066	1269	52	0	9422	1705
CESSNA336	59	18	144	55	84	0	5725	2355
CESSNA337	902	92	26021	5880	1102	0	136841	22438
CESSNA340	884	0	84930	16344	884	0	126154	21390
CESSNA401	196	31	7910	5369	228	12	22738	5040
CESSNA402	681	30	149691	43805	694	17	280715	66779
CESSNA404	29	39	12379	17471	158	20	24732	21790
CESSNA411	135	16	3174	2387	141	0	14123	4648
CESSNA414	804	0	41548	10108	804	0	185049	25681
CESSNA421	1173	0	66937	20898	1173	0	172070	35131
CESSNA425	161	0	14800	3891	161	0	32190	8448
CESSNA441	248	0	31583	7512	198	25	42992	10134
CESSNA500	547	0	47130	13893	542	13	144569	18024
CESSNA501	53	0	2419	582	53	0	8985	2065
CESSNA650	49	0	5378	1561	40	5	10209	2272
CESSNAT50	0	0	0	0	14	0	103	16
CESSNAUC94	0	0	0	0	12	0	748	161
CHILD S1	0	0	0	0	51	0	6238	1572
CHILD S2	12	9	116	89	162	0	16659	2678
CNDAIRCL600	67	0	7981	1667	67	0	32614	8040
COMWTH185	0	0	0	0	44	0	1927	499

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CONAERLA4	19	24	125	189	430	0	35467	6221
CURTISC48	14	0	344	193	14	0	3094	1739
CURTISJR	0	0	0	0	6	0	90	9
CURTISROBIN	0	0	0	0	6	0	0	0
CURTISTRVAIR	0	0	0	0	18	0	985	253
CVAC 240	2	0	89	0	2	0	38	0
CVAC 440	0	0	0	0	16	0	321	0
CVAC BT13	0	0	0	0	53	0	1240	468
CVAC L13	2	0	2	0	0	0	0	0
CVAC STC580	36	0	5116	2811	36	0	16663	4466
DART G	0	0	0	0	11	0	327	12
DHAV DHC1	0	0	0	0	69	0	4628	683
DHAV DHC2	0	0	0	0	197	0	22831	8336
DHAV DHC3	0	0	0	0	14	0	3058	886
DHAV DHC6	66	6	23681	6335	72	0	84714	11671
DHAVXXDH82	0	0	0	0	82	0	3032	593
DOUG A26	4	3	17	14	21	0	841	160
DOUG DC10	28	0	93268	0	0	0	0	0
DOUG DC3	75	71	4082	5178	276	11	57401	18887
DOUG DC4	37	25	193	130	70	0	6288	4177
DOUG DC6	71	21	3948	1723	82	7	32123	11611
DOUG DC7	3	3	174	166	18	0	1429	188

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC9	31	0	68886	34038	12	10	3632	4142
EAGLE DW	0	0	0	0	79	0	16884	4049
EAGLEBC7	0	0	0	0	38	0	2172	278
EIRVON20	0	0	0	0	102	0	6374	1607
EMAIR MA1	0	0	0	0	11	0	1200	0
EMB 110	47	9	50392	14008	47	9	55196	17840
ENSTRM280	0	0	0	0	115	0	38585	15693
ENSTRMF28	19	15	754	664	261	8	41388	13328
FLEET 168	0	0	0	0	9	0	265	45
FRCHLD24	0	0	0	0	84	0	2048	724
FRCHLDC119	0	0	0	0	31	0	367	0
FRCHLDF27	30	0	2668	288	30	0	12474	2932
FRCHLDFH1100	0	0	0	0	19	0	1687	400
FRCHLDM62	0	0	0	0	139	0	12217	4420
GENBALAX6	0	0	0	0	54	0	2197	405
GLASFL201	0	0	0	0	33	0	1412	303
GLASFLH301	0	0	0	0	103	0	9447	4121
GROB 103CAT	0	0	0	0	54	0	8749	1271
GROB 109	3	2	3	2	51	0	4341	473
GROU ASTIR	0	0	0	0	54	0	5715	1105
GRTLKS2T1	0	0	0	0	94	0	4457	2118
GRUMAVAA1	96	61	529	492	540	23	48817	15680

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GRUMAVAA5	494	109	8902	4740	1027	0	123791	27754
GRUMAVG1159	41	0	4792	2512	39	3	14730	2424
GRUMAVG164	0	0	0	0	1089	0	360807	29414
GRUMAVG21	5	4	178	143	29	0	6341	2130
GRUMAVTBM	0	0	0	0	15	0	232	75
GULSTM112	357	83	10047	3509	570	0	52230	6971
GULSTM500	238	10	18741	3203	264	4	72917	14684
GULSTM520	15	6	116	45	29	0	1400	821
GULSTM560	31	6	1228	810	37	0	5082	1780
GULSTM680	179	29	7799	2397	212	11	28518	12934
GULSTM680TP	87	0	6171	3027	87	0	14299	3787
GULSTM690TC	30	0	5421	1524	30	0	5734	1004
GULSTM690TP	482	20	50408	13238	473	25	121194	25474
GULSTMAA1	62	28	423	247	543	0	40835	10574
GULSTMAA5	202	72	3748	1875	807	0	61281	10873
GULSTMG1159	189	0	29882	9124	103	24	28529	7479
GULSTMG159	125	0	12957	2775	125	0	78058	20557
GULSTMG44	11	18	343	558	87	7	5883	1111
GULSTMG73	8	4	204	161	25	0	5553	2893
GULSTMGA7	44	7	1425	400	53	0	5821	1289
H-1	1	8	2	9	89	0	9932	5420
H13/HTL	0	0	0	0	27	0	5528	2382

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
H19/45	0	0	0	0	13	0	3433	831
H23/HTE	0	0	0	0	15	0	4848	3725
H34/55	0	0	0	0	5	0	1217	120
HELIO H295	23	8	582	321	50	0	7478	1498
HELIO H391	1	2	0	0	10	0	362	142
HELIO H395	0	0	0	0	11	0	1523	312
HILLERUH12	0	0	0	0	170	0	30138	14211
HUGHES269	0	0	0	0	489	0	128268	27823
HUGHES369	80	26	1858	553	804	0	268729	30048
HMKSLYDH104	0	0	0	0	3	0	305	0
HMKSLYDH125	193	0	19878	5114	174	18	49212	8881
INTRCP200	4	4	10	11	28	0	1353	354
ISRAEL1121	93	0	4498	2145	89	7	17854	5204
ISRAEL1123	23	0	1226	368	23	0	1325	625
ISRAEL1124	191	0	14401	6333	173	16	31348	8551
JBMSTRDGA15	0	0	0	0	9	0	172	45
LAIKFN10	0	0	0	0	5	0	84	17
LEAR 23	54	0	6142	1898	38	11	6001	2019
LEAR 24	122	8	7872	2746	122	8	30299	7918
LEAR 25	261	0	26529	7904	252	13	55148	8841
LEAR 35	409	0	43251	14298	394	23	115503	17163
LEAR 55	80	0	17482	5243	66	8	15504	4261

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
LET L13	0	0	0	0	180	0	14005	3048
LKHEED12A	0	0	0	0	9	0	183	77
LKHEED1329	77	0	3707	1151	77	0	9838	4081
LKHEED18	41	11	352	197	47	0	2092	580
LUSCOM8	54	25	3777	2194	1222	23	70815	7388
MAULE M4	0	0	0	0	243	0	12822	3084
MAULE M5	78	28	1148	601	427	0	34080	3834
MAULE M8	18	7	119	63	85	0	9047	1254
MBB BO105	3	9	106	339	107	0	30433	8101
MCLISHFUNKB	0	0	0	0	79	0	2087	428
MEYERSOTW	0	0	0	0	35	0	1045	217
MNCOUP90	0	0	0	0	32	0	2284	801
MNMITEN18	0	0	0	0	52	0	1322	407
MOOFD47	0	0	0	0	84	0	20540	11153
MOOFDUH12	0	0	0	0	6	0	1817	495
MOONEYM20	2958	288	82430	12857	5899	0	614451	55951
MRCHTIS20S	13	5	85	37	36	0	2298	342
MTSBSIMU2	328	0	18842	7088	328	0	51874	15457
MTSBSIMU300	75	0	5305	2285	31	20	8314	5442
MULTECD18	9	5	40	23	34	0	2413	523
NAMER B25	4	4	19	20	28	0	1382	285
NAMER F51	5	7	76	105	84	0	2988	727

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
NAMER NA280	21	5	1037	499	28	4	1935	459
NAMER T6	15	25	530	857	302	0	17881	3948
NATBAL752	0	0	0	0	20	0	839	99
NAVAL N3N	0	0	0	0	81	0	3628	581
NAVIONNAVION	65	37	1091	878	331	20	15188	2494
NORD SV4	0	0	0	0	9	0	938	0
NORWST65	0	0	0	0	40	0	2100	636
OTHEXMILPIST	0	0	0	0	5	0	239	0
PARTENP68	42	3	2331	558	45	0	15553	2070
PICARDAX6	2	2	98	93	90	2	2065	305
PILATSB4	0	0	0	0	25	0	2248	419
PIPER 600	398	12	55215	17915	385	22	61238	12453
PIPER E2	0	0	0	0	9	0	205	128
PIPER J2	0	0	0	0	10	0	250	59
PIPER J3	1	7	0	0	1959	7	98061	9750
PIPER J4	0	0	0	0	110	0	3319	725
PIPER J5	0	0	0	0	187	0	45338	32753
PIPER PA12	2	5	127	292	848	5	84953	13651
PIPER PA14	10	10	949	995	58	9	5134	1195
PIPER PA15	0	0	0	0	125	0	4844	669
PIPER PA16	10	12	154	178	279	0	14630	3614
PIPER PA17	0	0	0	0	48	0	2360	482

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA18	34	52	711	1243	3006	0	397143	87681
PIPER PA20	0	0	0	0	318	0	17015	4558
PIPER PA22	117	44	1673	780	3372	10	207246	13818
PIPER PA23	1874	159	98164	17385	2741	0	335162	43424
PIPER PA24	1217	184	24258	5329	2992	0	272389	21969
PIPER PA25	0	0	0	0	1217	0	227424	27998
PIPER PA28	8234	521	244673	29441	21438	0	2586400	131500
PIPER PA30	920	72	23762	4449	1158	0	114455	11452
PIPER PA31	1993	47	251578	38193	1980	48	512749	56302
PIPER PA31T	618	0	48284	9838	818	0	147748	25122
PIPER PA32	2952	244	156744	36048	4271	0	605068	61978
PIPER PA34	1743	171	159943	48267	2132	0	404982	52402
PIPER PA36	0	0	0	0	398	0	99743	14994
PIPER PA38	59	38	312	320	1499	0	513741	76733
PIPER PA42	88	0	8558	2313	78	7	20030	3150
PIPER PA44	302	10	13787	3453	325	3	58891	8483
PIPER PA46	83	0	2335	585	83	0	8978	1777
PRATT PRG1	0	0	0	0	8	0	127	28
PROPJT200	29	11	593	291	63	0	4375	1844
RAVEN RX8	0	0	0	0	112	0	4113	756
RAVEN S50	0	0	0	0	53	0	892	308
RAVEN S55	8	8	302	241	674	5	30910	2920

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RAVEN S80	0	0	0	0	152	0	7404	1818
RAVEN S86	0	0	0	0	35	0	1954	287
RKWELL500	39	0	3883	2052	39	0	6761	1429
RKWELL700	21	0	6977	5585	21	0	15495	7499
RKWELLNA265	346	0	25833	5489	338	14	88811	11577
ROBSINR22	0	0	0	0	247	0	88908	28156
ROLSCHLS	0	0	0	0	104	0	10001	943
RYAN ST3	0	0	0	0	113	0	5110	1341
RYAN STA	0	0	0	0	25	0	816	272
SCHLERASW15	0	0	0	0	36	0	2289	308
SCHLERASW19	0	0	0	0	51	0	3984	638
SCHLERASW20	0	0	0	0	91	0	8573	814
SCHLERK8	0	0	0	0	21	0	1201	277
SCHLERKA6	0	0	0	0	56	0	2172	244
SCWZERG164	2	4	2	4	239	0	55942	8126
SCWZERSG1	8	11	331	459	537	0	24698	4389
SCWZERSG2	0	0	0	0	428	0	59777	18328
SEMCO CLNGER	0	0	0	0	7	0	178	108
SEMCO MODELT	0	0	0	0	5	0	58	0
SKRSKYS55	0	0	0	0	13	0	1409	307
SKRSKYS58	0	0	0	0	28	0	2830	1418
SKRSKYS76	88	22	8407	3502	138	0	50345	17401

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SLINDS100	58	24	683	385	195	0	13025	3178
SMITH 600	334	8	18644	2700	349	3	51094	4987
SNIAS AS350	5	15	236	690	228	0	83393	13631
SNIAS AS355	5	12	123	279	148	0	101109	10681
SNIAS SA318	0	0	0	0	27	0	2511	0
SNIAS SA341	3	4	47	53	25	0	2309	763
SOCATAMS894	5	5	26	27	36	0	1872	388
SOCATARALLYE	3	2	24	18	19	0	1317	190
SPHRTHCIRRUS	5	4	25	21	87	0	5287	980
SPHRTHNIMBUS	2	3	54	75	39	3	2699	438
SPHRTHVENTUS	0	0	0	0	48	0	3991	530
STBROSSD3	31	0	23295	6080	31	0	47107	3887
STNSON10	0	0	0	0	20	0	1062	185
STNSONL5	0	0	0	0	84	0	4280	1298
STNSONSR9	0	0	0	0	9	0	241	119
STNSONV77	0	0	0	0	20	0	403	134
STOLAMRC3	0	0	0	0	93	0	3319	1033
SUPAC LA	0	0	0	0	18	0	300	92
SUPAC V	0	0	0	0	7	0	118	61
SWRNGNSA226	151	0	43335	10101	138	11	55572	13982
SWRNGNSA227	71	6	10969	4478	82	10	12098	3997
SWRNGNSA26	92	11	5538	1410	100	0	25502	6035

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
TCRAFK21	0	0	0	0	20	0	3562	1114
TCRAFKD	0	0	0	0	85	0	3708	521
TCRAFTA	0	0	0	0	1	0	77	0
TCRAFTBC	0	0	0	0	1085	0	39362	4451
TCRAFTBF	0	0	0	0	17	0	1058	193
TCRAFTBL	0	0	0	0	44	0	968	614
TEMCO 11A	0	0	0	0	14	0	469	79
TH55	0	0	0	0	25	0	2816	787
THUNDRAX7	0	0	0	0	48	0	1338	238
THPSONNAVION	109	22	4144	2183	434	0	25412	2082
TOMCAT	0	0	0	0	31	0	7955	1020
TRYTEK85	0	0	0	0	101	0	2541	969
TRYTEKK	0	0	0	0	5	0	42	0
UNIVAC9C1	11	9	137	133	382	0	22030	2890
UNIVAR108	10	23	149	339	1350	0	72848	10148
UNIVAR415	20	23	194	223	1502	22	81887	5324
VARGA 2150	2	6	3	9	122	0	8500	1858
VICKER745	20	0	2589	601	15	6	1932	839
WACO ASO	0	0	0	0	8	0	355	102
WACO GXE	0	0	0	0	8	0	308	137
WACO R	0	0	0	0	15	0	187	38
WACO U	0	0	0	0	4	0	252	8

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
WACO UPF7	0	0	0	0	70	0	1942	502
WACO YK	0	0	0	0	9	0	408	220
WSK M18	0	0	0	0	39	0	7788	1882
WTHRLY201	0	0	0	0	59	0	11905	1114
TOTALS	80888	1245	4480401	147131	219545	189	31638415	508790

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
OTHER 1	7543	85	427097	66301	487	169	3139	1585
OTHER 2	888	12	123388	27201	405	83	9392	2454
OTHER 3	91	0	6314	2029	32	15	854	464
OTHER 4	171	0	27642	10389	130	19	10874	4317
OTHER 5	91	0	17977	10680	32	18	1802	1333
OTHER 6	317	0	107272	18600	281	27	27490	9878
OTHER 7	157	0	136564	47896	154	8	56455	18206
OTHER 8	82	0	12291	12268	28	20	1292	999
OTHER 9	515	0	124559	22936	515	0	34211	9106
OTHER 10	208	0	28365	15027	101	35	6800	4482
OTHER 11	569	36	30386	8668	107	65	2485	1678
OTHER 12	170	0	46404	10628	61	28	20568	11992
OTHER 13	1391	0	45132	9261	63	46	1700	1692
ADAMS A50S	95	0	5598	2858	0	0	0	0
AERORSC2	10	0	143	13	0	0	0	0
AEROSPSA31C	136	0	95823	15080	10	24	2508	5853
AGUSTA A109	54	0	2795	3779	15	17	492	590
AIRASPACE 18	3	0	110	0	0	0	0	0
AIRPTSA	82	0	8707	3350	0	0	0	0
AIRTRCAT300	354	0	117870	12000	85	43	2720	1484
AIRTRCAT400	50	0	19035	2114	8	4	1051	821
AMD FALC10	143	0	42380	4579	130	11	8895	1799

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AMD FALC20	205	0	48450	7671	205	0	15900	6489
AMD FALC50	100	0	36152	5266	92	8	13596	2877
AMTR TMK	2	0	149	50	0	0	0	0
ARCTICS1A	38	0	1944	879	0	0	0	0
ARCTICS1B1	15	0	318	61	0	0	0	0
ARONCA15	184	0	7553	1579	4	16	25	112
ARONCA58	38	0	1692	408	0	0	0	0
ARONCA65	0	0	2280	624	0	0	0	0
ARONCAC3	17	0	238	64	0	0	0	0
AVIANMFALCON	21	0	295	72	0	0	0	0
AVIANMSKYHWK	39	0	1127	333	0	0	0	0
AYRES S2	717	3	263043	39991	139	85	2424	1014
BAC 111	28	0	4478	1157	19	4	1047	471
BAG B206	29	0	2234	313	28	5	531	117
BAG DH125	69	0	21720	2364	69	0	8437	1118
BALWKSFIREFY	1124	0	59143	10034	0	0	0	0
BBAVIA11	284	0	28893	8872	0	0	0	0
BBAVIA7	2375	41	138518	15987	247	95	1981	1003
BBAVIA8	233	0	22033	6731	30	17	828	548
BEECH 100	275	0	60457	14182	275	0	22179	8831
BEECH 17	72	0	3999	1358	48	13	181	105
BEECH 18	417	0	86822	50877	308	59	49258	24554

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 200	884	0	319728	45885	884	0	76887	17723
BEECH 23	2575	11	243548	27370	2045	106	35213	6100
BEECH 300	21	0	1788	493	13	3	388	118
BEECH 33	1678	0	171738	15810	1337	92	31979	6384
BEECH 35	6089	62	519120	34870	4546	250	79424	11758
BEECH 36	2071	7	292438	29130	1635	117	53848	15520
BEECH 45	189	0	38050	8364	133	22	9022	4453
BEECH 50	242	0	16977	3754	209	31	6855	3044
BEECH 55	2178	0	277736	19167	2005	71	83975	20435
BEECH 56	43	0	4591	1188	25	9	427	223
BEECH 58	1486	0	275452	27824	1404	59	75898	16158
BEECH 60	417	0	48572	9490	347	43	12844	3986
BEECH 65	126	0	28111	15188	48	25	6343	4760
BEECH 76	321	0	50847	11187	255	39	4335	1176
BEECH 77	241	0	51724	10605	217	21	9835	2743
BEECH 80	181	0	28991	28049	181	0	10674	4756
BEECH 90	1119	0	245749	28165	1119	0	83081	14812
BEECH 95	432	0	30455	9537	331	57	5063	2567
BEECH 99	90	0	66815	17436	90	0	34687	7139
BELL 47	889	0	173005	34347	484	106	34711	21183
BELL 204	20	0	5410	3113	10	7	50	34
BELL 205	8	0	1027	52	8	0	54	3

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 206	1974	65	932374	113070	1103	163	121192	43830
BELL 212	122	0	46382	6682	110	27	4373	1693
BELL 222	55	0	13433	3831	39	9	3976	1793
BELL 412	26	0	9880	0	23	7	2194	669
BLANCA11	37	0	1419	154	0	0	0	0
BLANCA1413	87	27	1723	790	43	28	393	266
BLANCA1419	218	0	8540	2601	129	33	799	479
BLANCA17	1023	0	104882	11925	928	55	18047	3371
BLANCA7	1766	0	132878	17955	634	133	5846	1888
BLANCA8	440	4	38173	5656	180	32	1886	559
BNORM BN2	82	0	42540	6170	66	5	7381	1901
BOEING707	12	0	1675	89	12	0	1273	270
BOEING720	24	0	0	0	16	8	0	0
BOEING727	63	0	20376	7944	53	0	16598	9973
BOEING737	15	0	12000	0	15	0	3000	0
BOEING747	30	0	2310	0	0	0	0	0
BOEING75	617	0	32511	4680	120	62	307	262
BOLKMS117	15	0	1770	0	15	0	93	0
BRANTLY B2	56	0	4402	1710	30	12	158	76
BRASOVIS28	45	0	3292	832	0	0	0	0
BRWSTRFLEET2	11	2	557	132	2	2	42	39
BRWSTRFLEET7	8	0	243	70	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BUKER 131	6	0	212	53	0	0	0	0
CAMRONMODEL0	168	0	7849	1781	0	0	0	0
CESSNA120	457	0	15989	1900	69	42	273	217
CESSNA140	1656	0	62830	8782	573	117	3404	1071
CESSNA150	17781	88	3287168	262039	11980	531	342391	48206
CESSNA170	1985	0	121009	13162	1102	150	11409	3138
CESSNA172	23793	79	3190033	192485	17350	574	494252	53818
CESSNA175	1198	0	82037	7178	799	112	4881	1277
CESSNA177	2745	0	285115	18643	1813	129	35070	5416
CESSNA180	2360	13	227281	17693	1270	88	21608	4882
CESSNA182	12873	0	1399677	86889	9178	381	162926	18505
CESSNA185	1500	7	288635	24028	802	54	25217	7619
CESSNA188	1693	0	482738	42935	207	100	9151	7806
CESSNA190	67	0	3041	743	18	9	122	92
CESSNA195	326	0	14831	2340	159	44	1720	766
CESSNA205	131	0	18651	3000	76	22	1605	722
CESSNA206	2910	14	530615	68835	1648	165	41884	8389
CESSNA207	377	0	199007	35113	276	27	21130	6518
CESSNA210	6199	0	753377	85740	5141	280	119058	24305
CESSNA303	174	0	33304	6888	149	17	7865	2425
CESSNA305	203	0	42385	28207	40	23	275	208
CESSNA310	2761	29	389210	38254	2520	79	149434	32157

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA320	302	0	30481	2514	246	11	4145	423
CESSNA335	52	0	9995	1608	52	0	2495	799
CESSNA336	84	0	4431	2476	76	12	1438	536
CESSNA337	1102	0	142338	22666	872	97	20323	6920
CESSNA340	884	0	152880	21837	845	41	38224	10382
CESSNA401	234	0	24745	6287	136	42	5879	2869
CESSNA402	699	0	261342	85906	557	76	169211	45507
CESSNA404	163	0	32026	29333	111	48	5084	11241
CESSNA411	141	0	14132	4361	135	16	3165	2784
CESSNA414	772	38	144907	20603	804	0	61691	22392
CESSNA421	1173	0	180342	31567	1149	35	60664	19239
CESSNA425	161	0	37444	5415	156	7	9546	3456
CESSNA441	248	0	56780	8530	242	10	17795	6334
CESSNA500	547	0	157674	18955	548	6	33954	7879
CESSNA501	53	0	9526	1721	53	0	1858	509
CESSNA650	49	0	12144	2009	49	0	3443	739
CESSNAT50	14	0	92	16	6	4	11	8
CESSNAUC94	12	0	661	106	4	3	85	56
CHILD S1	51	0	6238	1572	0	0	0	0
CHILD S2	162	0	16824	2660	12	9	151	116
CNDAIRCL600	67	0	31128	6644	67	0	9468	2137
COMMTH185	44	0	1926	469	2	4	1	2

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CONAERLA4	430	0	31500	5853	276	57	4092	1584
CURTISC46	14	0	3058	1678	7	5	381	255
CURTISJR	6	0	90	8	0	0	0	0
CURTISROBIN	6	0	0	0	0	0	0	0
CURTISTRVAIR	18	0	985	253	0	0	0	0
CVAC 240	2	0	102	0	2	0	25	0
CVAC 440	16	0	321	0	0	0	0	0
CVAC BT13	53	0	1238	470	3	9	2	7
CVAC L13	2	0	2	0	0	0	0	0
CVAC STC580	38	0	18430	4472	34	5	3349	704
DART G	11	0	327	12	0	0	0	0
DHAV DHC1	69	0	4511	877	15	6	117	53
DHAV DHC2	197	0	21270	6158	84	38	1581	701
DHAV DHC3	14	0	2984	844	3	2	84	49
DHAV DHC6	69	4	71108	10873	68	6	17287	6774
DHAVXXDH82	61	4	3025	804	2	4	12	28
DOUG A26	21	0	838	160	8	4	18	13
DOUG DC10	28	0	65288	0	28	0	27880	0
DOUG DC3	278	0	53388	16881	188	72	7570	10688
DOUG DC4	70	0	6027	4006	70	0	485	301
DOUG DC6	83	0	31525	11148	81	9	4548	1250
DOUG DC7	18	0	1581	323	10	4	22	17

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC9	31	0	50797	20297	26	8	21722	11621
EAGLE DW	79	0	18769	4033	8	8	95	93
EAGLEBC7	38	0	2172	276	0	0	0	0
EIRVON20	100	11	6127	1734	8	11	247	322
EMAIR MA1	11	0	1200	0	0	0	0	0
EMB 110	51	0	59957	13798	47	9	45831	12874
ENSTRM280	115	0	35165	14885	80	20	4498	2290
ENSTRMF28	285	0	33357	8701	111	29	8559	4361
FLEET 16B	9	0	285	45	0	0	0	0
FRCHLD24	84	0	2048	724	0	0	0	0
FRCHLDC119	31	0	387	0	0	0	0	0
FRCHLDF27	30	0	13773	3283	30	0	1388	259
FRCHLDFH1100	19	0	1594	383	9	5	73	43
FRCHLDM82	139	0	12217	4420	0	0	0	0
GENBALAX6	54	0	2197	405	0	0	0	0
GLASFL201	33	0	1412	303	0	0	0	0
GLASFLH301	103	0	9447	4121	0	0	0	0
GROB 103CAT	54	0	8749	1271	0	0	0	0
GRO3 109	51	0	4282	461	16	4	82	29
GROB ASTIR	54	0	5715	1105	0	0	0	0
GRTLKS2T1	94	0	4454	2118	3	5	3	5
GRUMAVAA1	526	33	45582	15028	332	78	3748	1307

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GRUMAVAA5	1027	0	116948	22693	796	91	15702	5975
GRUMAVG1159	41	0	13838	2095	41	0	5492	1747
GRUMAVG164	1085	10	356382	29428	60	37	4204	3095
GRUMAVG21	29	0	5988	2135	12	5	531	287
GRUMAVTBN	15	0	228	71	4	4	8	8
GULSTM112	570	0	53673	8048	432	55	8595	2291
GULSTM500	267	0	60923	12645	224	12	30735	7585
GULSTM520	29	0	1353	670	14	6	184	95
GULSTM580	37	0	5535	1689	34	5	775	413
GULSTM680	216	0	33159	12432	171	31	3130	1581
GULSTM680TP	87	0	13886	4280	85	8	6584	2046
GULSTM690TC	30	0	9032	1244	30	0	2123	314
GULSTM690TP	499	0	144747	31590	477	23	26855	6278
GULSTMAA1	540	7	37259	9324	285	41	3988	1214
GULSTMAA5	607	0	57273	9626	538	49	7638	2301
GULSTMG1159	169	0	43336	6374	169	0	12079	2454
GULSTMG159	125	0	76685	17785	125	0	14351	5000
GULSTMG44	69	0	5688	1022	59	17	518	249
GULSTMG73	25	0	5645	2905	6	4	112	84
GULSTMGA7	53	0	5658	1433	40	8	1390	479
H-1	89	0	8838	5337	54	23	1276	1848
H13/HTL	27	0	5088	2139	16	7	440	279

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
H19/45	13	0	3433	831	0	0	0	0
H23/HTE	15	0	4796	3738	7	4	48	29
H34/55	5	0	1115	111	5	0	103	19
HELIO H295	50	0	7204	1538	20	8	856	444
HELIO H391	10	0	362	142	1	2	0	0
HELIO H395	11	0	1477	278	2	2	48	48
HILLERUH12	170	0	28799	13630	72	34	1338	740
HUGHES280	489	0	114096	24809	351	52	14072	8404
HUGHES369	804	0	163392	19399	431	34	108944	27891
HWKSLYDH104	3	0	302	0	3	0	3	0
HWKSLYDH125	193	0	51446	6228	183	0	17845	3208
INTRCP200	28	0	1277	326	12	6	87	41
ISRAEL1121	93	0	14872	3766	93	0	7580	1799
ISRAEL1123	23	0	1945	87	23	0	606	379
ISRAEL1124	191	0	34925	7785	138	25	10824	2629
JBNSTRDGA15	9	0	172	45	0	0	0	0
LAIKFN10	5	0	84	17	0	0	0	0
LEAR 23	54	0	8577	914	36	11	3566	1588
LEAR 24	25	0	18850	2368	125	0	19122	8952
LEAR 25	1	0	57823	6836	269	7	24054	4978
LEAR 35	--	0	106495	14788	409	0	52259	13706
LEAR 55		0	25920	4148	80	0	7068	1910

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
LET L13	160	0	14005	3048	0	0	0	0
LKHEED12A	9	0	177	77	3	2	8	5
LKHEED1329	77	0	10818	4080	77	0	2930	1185
LKHEED18	47	0	1955	329	38	13	488	398
LUSCOM8	1263	8	71728	7242	182	44	2847	1207
MAULE M4	243	0	11472	2458	79	30	1150	883
MAULE M5	427	0	33131	3888	227	38	2097	551
MAULE M6	85	0	8765	1250	37	8	402	128
MBB BO105	107	0	29403	8030	68	27	1138	1193
MCLISHFUNKB	79	0	2087	425	4	6	10	16
MEYERSOTW	35	0	1045	217	0	0	0	0
MNCOUP80	32	0	2227	606	8	5	37	29
MNWITEN18	52	0	1320	407	2	5	2	6
MODFD47	64	0	19488	11357	18	11	1051	672
MODFDUH12	6	0	1817	495	0	0	0	0
MOONEYM20	5699	0	629274	57958	4171	238	88787	9233
MRCHTIS205	38	0	2341	325	7	4	39	31
MTSBSIMU2	328	0	49187	14504	328	0	21129	10810
MTSBSIMU300	75	0	10907	4805	75	0	2712	1442
MULTECD18	34	0	2405	521	9	5	48	35
NAMER B25	28	0	1252	225	16	6	150	59
NAMER F51	64	0	2994	750	5	7	48	68

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
NAMER NA260	33	0	2717	492	17	5	255	141
NAMER T6	302	0	17401	3883	48	41	992	948
NATBAL752	20	0	639	99	0	0	0	0
NAVAL N3N	81	0	3622	580	2	5	8	14
NAVIONNAVION	332	19	13261	2118	118	45	2996	1848
NORD SV4	9	0	938	0	0	0	0	0
NORWST65	40	0	2100	636	0	0	0	0
OTHEXMILPIST	5	0	227	0	5	0	12	0
PARTENP68	45	0	15551	2188	45	0	2333	610
PICARDAX6	92	0	2160	306	2	2	4	4
PILATSB4	25	0	2248	419	0	0	0	0
PIPER 600	387	30	63922	11721	352	35	52532	26791
PIPER E2	9	0	205	128	0	0	0	0
PIPER J2	10	0	250	59	0	0	0	0
IPER J3	1959	7	98076	9758	3	10	59	195
PIPER J4	110	0	3319	725	0	0	0	0
PIPER J5	167	0	45338	32753	0	0	0	0
PIPER PA12	844	8	83577	13685	195	41	1503	747
PIPER PA14	68	0	5950	904	38	14	134	78
PIPER PA15	125	0	4793	657	7	8	51	58
PIPER PA16	279	0	13750	3265	99	30	984	404
PIPER PA17	48	0	2343	460	6	5	16	14

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA18	3006	0	385808	86965	560	190	12044	11995
PIPER PA20	318	0	16828	4345	18	24	187	249
PIPER PA22	3373	10	195458	12919	1282	113	13498	2489
PIPER PA23	2741	0	341886	37624	2098	145	89488	21969
PIPER PA24	2968	33	255043	21093	2052	174	41802	7041
PIPER PA25	1217	0	224409	27935	233	108	3015	1459
PIPER PA28	21438	0	2459033	126759	16085	478	370599	29518
PIPER PA30	1158	0	113523	10689	1081	49	24893	4319
PIPER PA31	2067	0	582497	58502	1919	65	178825	28892
PIPER PA31T	618	0	163636	26807	603	24	32397	8440
PIPER PA32	4271	0	819424	59756	3593	193	142388	34416
PIPER PA34	2132	0	450867	60896	1694	179	114038	35452
PIPER PA36	394	6	98162	14162	41	27	.1578	1186
PIPER PA38	1499	0	453145	71828	1238	74	81207	11037
PIPER PA42	88	0	22244	2529	88	0	8342	1185
PIPER PA44	327	0	59032	7540	293	11	13426	2706
PIPER PA46	83	0	10066	1746	72	8	1246	422
PRATT PRG1	6	0	127	28	0	0	0	0
PROPJT200	63	0	4691	2079	22	11	278	165
RAVEN RX6	111	3	4108	763	1	3	9	20
RAVEN S50	51	4	871	319	2	4	21	44
RAVEN S55	674	5	31088	2916	15	8	128	81

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RAVEN S80	117	18	7201	1598	38	19	204	110
RAVEN S86	35	0	1944	260	2	2	10	13
RKWELL500	39	0	9765	2432	34	4	859	338
RKWELL700	21	0	17859	10355	21	0	4613	2684
RKWELLNA265	348	0	91823	10990	348	0	22810	2686
ROBSINR22	247	0	80392	25342	216	27	8516	2968
ROLSCHLS	104	0	10001	943	0	0	0	0
RYAN ST3	113	0	5110	1341	0	0	0	0
RYAN STA	25	0	616	272	0	0	0	0
SCHLERASW15	36	0	2289	308	0	0	0	0
SCHLERASW19	51	0	3984	638	0	0	0	0
SCHLERASW20	91	0	8573	814	0	0	0	0
SCHLERK8	21	0	1201	277	0	0	0	0
SCHLERKA8	56	0	2172	244	0	0	0	0
SCWZERG164	235	8	53787	6170	27	14	1942	1328
SCWZERSG1	537	0	24828	4374	0	0	0	0
SCWZERSG2	426	0	59777	16326	0	0	0	0
SEMCO CLNGER	7	0	179	108	0	0	0	0
SEMCO MODELT	5	0	58	0	0	0	0	0
SKRSKYS55	13	0	1382	290	7	3	47	23
SKRSKYS58	28	0	2742	1455	17	9	87	45
SKRSKYS76	138	0	40421	13278	88	22	18588	9081

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SLINDS100	195	0	12277	3058	144	23	1431	457
SMITH 600	352	0	50111	3287	320	11	19633	4309
SNIAS AS350	228	0	66762	8158	158	48	16887	9438
SNIAS AS355	148	0	100885	10566	12	18	367	543
SNIAS SA318	27	0	2511	0	0	0	0	0
SNIAS SA341	25	0	2131	718	14	5	225	106
SOCATAMS894	38	0	1810	353	18	7	89	43
SOCATARALLYE	19	0	1133	128	17	2	208	71
SPHRTHCIRRUS	83	3	5089	990	3	3	222	223
SPHRTHNIMBUS	40	0	2732	406	13	6	21	9
SPHRTHVENTUS	48	0	3991	530	0	0	0	0
STBROSS03	31	0	53294	3681	31	0	17109	2094
STNSON10	20	0	1009	178	6	4	53	37
STNSONL5	64	0	4100	1205	16	16	78	79
STNSONSR9	9	0	227	106	1	1	14	14
STNSONV77	20	0	402	133	2	4	1	1
STOLAMRC3	93	0	3261	1003	19	18	57	54
SUPAC LA	16	0	300	92	0	0	0	0
SUPAC V	6	1	99	64	3	2	17	13
SWRNGNSA226	151	0	75954	13792	151	0	22954	4252
SWRNGNSA227	75	0	19449	4167	53	12	3616	1198
SWRNGNSA26	100	0	28429	6127	90	12	4811	1587

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
TCRAFK21	20	0	3233	995	12	3	329	123
TCRAFKD	59	8	3426	690	8	8	282	382
TCRAFTA	1	0	77	0	0	0	0	0
TCRAFT8C	1085	0	39228	4452	78	53	133	93
TCRAFTBF	17	0	1056	193	0	0	0	0
TCRAFTBL	44	0	966	614	0	0	0	0
TEMCO 11A	14	0	444	86	3	2	25	18
TH55	25	0	2642	844	17	6	174	62
THUNDRAX7	48	0	1338	236	0	0	0	0
TMPSONNAVION	434	0	26635	2788	189	25	3003	738
TOMCAT	31	0	7860	982	2	3	95	168
TRYTEK85	101	0	2541	969	0	0	0	0
TRYTEKK	5	0	42	0	0	0	0	0
UNIVACGC1	378	7	20431	2438	148	27	1737	568
UNIVAR108	1350	0	69257	9634	784	131	3838	1812
UNIVAR415	1481	32	58686	5185	573	98	3410	1256
VARGA 2150	122	0	7993	1699	51	23	510	251
VICKER745	20	0	2778	348	20	0	1724	110
WACO ASO	8	0	355	102	0	0	0	0
WACO GXE	8	0	306	137	0	0	0	0
WACO R	15	0	167	36	0	0	0	0
WACO U	4	0	252	8	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
WACO UPF7	70	0	1916	489	2	3	28	50
WACO YK	9	0	408	220	0	0	0	0
WSK M18	39	0	7778	1881	2	3	11	13
WTHRLY201	59	0	11905	1114	0	0	0	0
TOTALS	220051	195	30980587	482869	136584	1339	5138229	156381

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	37118	20538	10109	31034	24718	3401	61818	14846	7733	5699	255	70911
% STANDARD ERROR	2.4	4.0	6.0	2.2	3.0	11.5	1.2	4.9	7.0	8.6	40.2	1.0
% WITH CAPABILITY	42.9	23.7	11.7	35.9	28.6	3.9	71.4	16.9	8.9	6.6	0.3	81.9
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	57105	72064	85741	4111	103068	48947	18916	90264	65241	77202	1178	28172
% STANDARD ERROR	2.0	1.5	1.1	8.9	0.7	2.2	3.8	1.0	1.1	1.3	20.2	3.0
% WITH CAPABILITY	46.8	59.1	70.3	3.4	84.5	40.1	15.5	74.0	70.5	63.3	1.0	23.1
1 ENGINE: TOTAL												
ESTIMATED POPULATION	94223	92599	95851	35145	127784	52348	80732	104910	93875	82901	1433	99083
% STANDARD ERROR	1.5	1.5	1.2	2.2	0.8	2.2	1.3	1.1	1.1	1.4	18.1	1.1
% WITH CAPABILITY	45.2	44.4	46.0	16.9	61.3	25.1	38.7	50.3	44.9	39.8	0.7	47.5
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	6216	14034	15954	458	18115	14542	815	18105	18062	17670	274	719
% STANDARD ERROR	5.6	2.3	1.6	21.3	0.7	2.0	16.1	0.7	0.7	0.9	35.1	15.8
% WITH CAPABILITY	32.8	74.1	84.3	2.4	95.7	76.8	4.3	95.6	95.4	93.3	1.4	3.8
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	2673	8270	8098	284	9535	8233	645	9553	9011	9171	83	617
% STANDARD ERROR	11.3	3.1	3.2	37.5	1.6	2.7	24.0	1.6	2.2	1.9	*	25.3
% WITH CAPABILITY	26.3	81.2	79.6	2.8	93.7	80.9	6.3	93.8	88.5	90.1	0.8	6.1
2 ENGINE: TOTAL												
ESTIMATED POPULATION	8890	22304	24052	743	27650	22775	1460	27658	27073	26840	357	1336
% STANDARD ERROR	5.2	1.8	1.5	19.4	0.7	1.6	13.9	0.7	0.9	0.9	30.2	14.4
% WITH CAPABILITY	30.5	76.6	82.6	2.6	95.0	78.2	5.0	95.0	93.0	92.2	1.2	4.6
PISTON: OTHER												
ESTIMATED POPULATION	151	221	309	63	311	149	81	319	319	317	0	73
% STANDARD ERROR	23.8	19.8	12.7	*	13.6	23.1	*	12.3	12.3	12.3	0.0	*
% WITH CAPABILITY	38.6	56.5	78.8	16.1	79.3	37.9	20.7	81.3	81.3	80.9	0.0	18.7
PISTON: TOTAL												
ESTIMATED POPULATION	103264	115125	120212	35951	155745	75272	82272	132886	121066	110059	1790	100492
% STANDARD ERROR	1.5	1.2	1.0	2.2	0.7	1.6	1.3	0.9	0.9	1.0	15.7	1.1
% WITH CAPABILITY	43.4	48.4	50.5	15.1	65.4	31.6	34.6	55.8	50.9	46.2	0.8	42.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	858	4641	4407	61	4956	4754	175	5099	5109	5042	137	13
% STANDARD ERROR	14.8	2.3	2.7	*	1.4	2.0	39.0	0.4	0.3	0.9	39.6	*
% WITH CAPABILITY	16.7	90.5	85.9	1.2	96.6	92.6	3.4	99.4	99.6	98.3	2.7	0.3
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	42	664	626	5	677	648	14	684	684	681	5	5
% STANDARD ERROR	47.8	2.5	5.2	*	2.1	3.6	*	1.7	1.7	2.7	*	*
% WITH CAPABILITY	6.0	96.1	90.6	0.7	98.0	93.5	2.0	98.9	98.9	95.7	0.6	0.7
2 ENGINE: TOTAL												
ESTIMATED POPULATION	899	5305	5033	66	5633	5400	189	5782	5793	5703	143	18
% STANDARD ERROR	14.3	2.0	2.5	*	1.2	1.8	37.0	0.4	0.3	0.9	38.3	*
% WITH CAPABILITY	15.4	91.1	86.4	1.1	96.6	92.7	3.2	99.3	99.5	98.0	2.5	0.3
TURBOPROP: OTHER												
ESTIMATED POPULATION	37	93	77	70	113	103	82	113	113	113	0	82
% STANDARD ERROR	*	21.1	25.7	26.5	9.2	14.5	12.5	9.2	9.2	9.2	0.0	12.5
% WITH CAPABILITY	18.9	47.9	39.3	35.7	57.7	52.7	42.3	57.7	57.7	57.7	0.0	42.3
TURBOPROP: TOTAL												
ESTIMATED POPULATION	936	5399	5109	136	5745	5503	272	5895	5905	5815	143	100
% STANDARD ERROR	14.0	2.0	2.5	34.8	1.2	1.8	26.0	0.5	0.4	0.9	38.3	18.4
% WITH CAPABILITY	15.6	89.7	84.9	2.3	95.5	91.4	4.5	98.0	98.1	96.7	2.4	1.7
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	442	3828	3577	12	3906	3856	38	3918	3918	3901	90	24
% STANDARD ERROR	20.6	1.2	2.1	*	0.7	2.0	*	0.5	0.5	0.6	32.3	*
% WITH CAPABILITY	11.2	97.1	90.7	0.3	99.1	92.6	0.9	99.4	99.4	99.0	2.3	0.6
TURBOJET: OTHER												
ESTIMATED POPULATION	129	577	613	217	879	805	221	830	825	825	0	270
% STANDARD ERROR	33.3	8.5	9.5	24.7	7.8	9.7	24.0	9.1	9.2	9.2	0.0	21.3
% WITH CAPABILITY	14.3	84.1	88.1	24.2	75.5	87.2	24.5	70.0	69.5	69.5	0.0	30.0
TURBOJET: TOTAL												
ESTIMATED POPULATION	571	4405	4189	229	4586	4261	258	4548	4543	4527	90	294
% STANDARD ERROR	17.7	1.5	2.3	24.7	1.3	2.2	23.4	1.3	1.3	1.4	32.3	20.7
% WITH CAPABILITY	11.8	91.0	86.5	4.7	94.7	88.0	5.3	93.9	93.8	93.5	1.9	6.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING: TOTAL												
ESTIMATED POPULATION	104771	124929	129511	38318	166078	85038	82800	143329	131515	120401	2023	100887
% STANDARD ERROR	1.5	1.2	0.9	2.2	0.6	1.4	1.3	0.8	0.8	1.0	14.2	1.1
% WITH CAPABILITY	42.1	50.2	52.0	14.8	66.7	34.2	33.3	57.6	52.8	48.4	0.8	40.5
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1837	1305	615	2491	1197	117	4319	105	82	69	4	5407
% STANDARD ERROR	10.0	12.9	21.9	8.4	13.2	*	3.7	*	*	*	*	1.1
% WITH CAPABILITY	33.3	23.7	11.2	45.2	21.7	2.1	78.3	1.9	1.1	1.2	0.1	98.0
TURBINE												
ESTIMATED POPULATION	1151	3461	2143	254	3470	1345	1304	1583	1010	1099	13	3180
% STANDARD ERROR	14.4	4.8	8.8	27.0	4.9	12.8	13.1	11.4	14.7	13.6	*	5.7
% WITH CAPABILITY	24.1	72.5	44.9	5.3	72.7	28.2	27.3	33.2	21.2	23.0	0.3	66.6
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	2988	4766	2758	2745	4666	1461	5624	1688	1072	1168	17	8587
% STANDARD ERROR	8.3	5.0	8.4	6.3	5.0	12.6	4.1	11.2	14.5	13.4	*	2.2
% WITH CAPABILITY	29.0	46.3	26.8	26.7	45.3	14.2	54.7	16.4	10.4	11.3	0.2	83.5
OTHER												
ESTIMATED POPULATION	2148	1779	155	4341	431	256	7828	78	47	45	45	8178
% STANDARD ERROR	7.7	10.0	38.6	4.7	23.4	32.8	1.3	*	*	*	*	0.5
% WITH CAPABILITY	26.0	21.5	1.9	52.6	5.2	3.1	94.8	0.9	0.6	0.5	0.5	99.0
TOTAL												
ESTIMATED POPULATION	109906	131474	132424	43403	171173	86753	96252	145095	132634	121614	2085	117650
% STANDARD ERROR	1.4	1.1	0.9	1.9	0.6	1.4	1.1	0.8	0.8	1.0	14.0	1.0
% WITH CAPABILITY	41.1	49.2	49.5	16.2	64.0	32.4	36.0	54.3	49.6	45.5	0.8	44.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
FIXED WING														
FIXED WING - PISTON														
1 ENG: 1-3 SEATS														
ESTIMATED POPULATION	27672	21976	9229	7800	1630	583	2069	93	176	110	122	188	309	37434
% STANDARD ERROR	3.1	3.7	6.2	7.2	16.9	24.7	14.9	*	49.6	*	*	43.0	33.6	1.8
% WITH CAPABILITY	32.0	25.4	10.7	9.0	1.9	0.7	2.4	0.1	0.2	0.1	0.1	0.2	0.4	43.3
1 ENG: 4+ SEATS														
ESTIMATED POPULATION	45906	78975	95182	86507	48880	11835	10185	307	384	3276	5510	1127	2580	4169
% STANDARD ERROR	2.4	1.4	0.9	1.1	2.1	5.6	6.3	31.3	33.9	11.5	8.2	20.3	13.3	8.2
% WITH CAPABILITY	37.6	64.7	78.0	70.9	40.1	9.7	8.3	0.3	0.3	2.7	4.5	0.9	2.1	3.4
1 ENGINE: TOTAL														
ESTIMATED POPULATION	73578	100951	104411	94307	50510	12418	12254	400	540	3386	5632	1312	2889	41602
% STANDARD ERROR	1.9	1.3	1.0	1.2	2.1	5.5	5.8	28.0	28.0	11.2	8.1	18.5	12.4	1.8
% WITH CAPABILITY	35.3	48.4	50.1	45.2	24.2	6.0	5.9	0.2	0.3	1.8	2.7	0.8	1.4	20.0
2 ENG: 1-6 SEATS														
ESTIMATED POPULATION	4885	15014	18052	17884	16784	6883	2170	51	16	4063	5300	1335	6044	444
% STANDARD ERROR	6.7	2.0	0.7	0.8	1.3	4.8	11.0	*	*	7.2	5.8	13.9	4.9	20.6
% WITH CAPABILITY	25.8	79.3	95.4	94.5	88.8	38.4	11.5	0.3	0.1	21.5	28.0	7.1	31.9	2.3
2 ENG: 7+ SEATS														
ESTIMATED POPULATION	1768	8291	9117	9235	8749	4688	1464	213	66	3664	4316	1221	5815	287
% STANDARD ERROR	14.4	2.9	2.0	1.9	1.9	6.1	14.8	47.6	*	6.1	6.3	15.4	4.6	35.9
% WITH CAPABILITY	17.4	81.4	89.6	90.7	88.0	46.1	14.4	2.1	0.6	36.0	42.4	12.0	55.2	2.8
2 ENGINE: TOTAL														
ESTIMATED POPULATION	6653	23305	27168	27120	25513	11571	3634	264	82	7727	9617	2556	11859	731
% STANDARD ERROR	5.2	1.6	0.8	0.9	1.1	3.8	8.9	41.0	*	4.8	4.2	10.3	3.4	18.8
% WITH CAPABILITY	22.9	80.1	93.3	93.2	87.6	39.8	12.5	0.9	0.3	26.5	33.0	8.8	40.1	2.5
PISTON: OTHER														
ESTIMATED POPULATION	88	306	301	244	204	14	22	1	0	32	1	2	126	62
% STANDARD ERROR	39.5	13.5	13.6	13.1	15.0	*	*	*	0.0	*	*	*	28.1	*
% WITH CAPABILITY	22.4	78.0	76.7	62.3	52.0	3.5	5.6	0.3	0.0	8.1	0.3	0.8	32.1	15.8
PISTON: TOTAL														
ESTIMATED POPULATION	80318	124582	131830	121870	76227	24004	15910	665	621	11144	15249	3870	14674	42395
% STANDARD ERROR	1.8	1.1	0.8	0.9	1.4	3.4	4.9	23.4	25.3	4.8	4.0	9.3	3.6	1.8
% WITH CAPABILITY	33.7	52.3	55.4	51.1	32.0	10.1	6.7	0.3	0.3	4.7	6.4	1.6	8.2	17.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
FIXED WING - TURBOPROP														
2 ENG: 1-12 SEATS														
ESTIMATED POPULATION	625	4639	5089	5058	5041	3995	720	440	230	4443	4527	755	4633	5
% STANDARD ERROR	19.2	2.3	0.7	0.8	0.9	3.3	15.2	20.9	33.9	2.5	2.4	16.5	2.1	*
% WITH CAPABILITY	12.2	90.4	98.8	98.5	98.2	77.9	14.0	8.8	4.5	88.8	88.2	14.7	90.3	0.1
2 ENG: 13+ SEATS														
ESTIMATED POPULATION	71	626	661	653	625	229	60	73	14	387	383	127	599	7
% STANDARD ERROR	30.4	3.5	2.0	4.1	5.0	19.1	49.2	41.2	*	10.8	10.8	28.7	5.8	*
% WITH CAPABILITY	10.3	90.8	98.8	94.5	90.5	33.2	8.7	10.5	2.1	58.0	52.5	18.4	88.7	1.1
2 ENGINE: TOTAL														
ESTIMATED POPULATION	696	5265	5749	5709	5666	4225	780	513	244	4830	4890	882	5232	13
% STANDARD ERROR	17.5	2.1	0.7	0.9	1.0	3.3	14.8	18.9	32.5	2.4	2.3	14.7	2.0	*
% WITH CAPABILITY	12.0	90.4	98.8	98.1	97.3	72.8	13.4	8.8	4.2	83.0	84.0	15.2	89.9	0.2
TURBOPROP: OTHER														
ESTIMATED POPULATION	28	88	113	113	110	5	0	15	45	63	83	15	88	79
% STANDARD ERROR	*	20.9	9.2	9.2	10.7	*	0.0	*	43.8	30.8	22.9	*	20.9	18.7
% WITH CAPABILITY	14.3	45.0	57.7	57.7	56.5	2.5	0.0	7.6	22.8	32.4	42.5	7.6	45.0	40.6
TURBOPROP: TOTAL														
ESTIMATED POPULATION	724	5352	5862	5822	5776	4229	780	528	289	4893	4972	897	5320	92
% STANDARD ERROR	17.0	2.1	0.7	0.9	1.0	3.3	14.8	18.5	28.3	2.4	2.3	14.5	2.0	22.0
% WITH CAPABILITY	12.0	89.0	97.4	96.8	96.0	70.3	13.0	8.8	4.8	81.3	82.8	14.9	88.4	1.5
FIXED WING - TURBOJET														
2 ENGINE TURBOJET														
ESTIMATED POPULATION	249	3754	3917	3928	3910	2091	343	2349	548	3740	3791	930	3798	14
% STANDARD ERROR	25.7	1.5	0.5	0.5	0.8	5.9	23.6	5.2	13.8	1.4	1.2	11.7	1.2	*
% WITH CAPABILITY	6.3	95.2	99.4	99.6	99.2	53.0	8.7	59.6	13.9	94.9	96.2	23.6	96.3	0.4
TURBOJET: OTHER														
ESTIMATED POPULATION	136	599	608	576	662	138	21	328	301	551	605	149	508	221
% STANDARD ERROR	32.6	10.1	9.6	10.0	8.3	26.6	*	12.7	16.6	10.4	9.6	21.7	11.1	24.0
% WITH CAPABILITY	15.1	66.6	67.7	64.0	73.6	15.4	2.3	36.5	33.5	61.3	67.2	16.6	56.2	24.5
TURBOJET: TOTAL														
ESTIMATED POPULATION	384	4353	4526	4504	4572	2229	364	2677	850	4292	4396	1079	4302	235
% STANDARD ERROR	20.2	1.9	1.4	1.3	1.3	5.7	22.7	4.8	10.7	1.8	1.8	10.5	1.7	23.9
% WITH CAPABILITY	7.9	89.9	93.5	93.0	94.4	46.0	7.5	55.3	17.5	88.6	90.8	22.3	88.8	4.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1984

AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
FIXED WING: TOTAL														
ESTIMATED POPULATION	81427	134287	142288	131998	88575	30482	17054	3889	1780	20329	24818	5847	24298	42722
% STANDARD ERROR	1.8	1.0	0.7	0.9	1.3	2.7	4.7	5.8	11.3	2.7	2.5	6.8	2.3	1.8
% WITH CAPABILITY	32.7	53.9	57.2	53.0	34.8	12.2	6.9	1.6	0.7	8.2	9.9	2.3	9.8	17.2
ROTORCRAFT														
PISTON														
ESTIMATED POPULATION	272	201	36	358	28	20	248	2	0	3	2	2	3	4581
% STANDARD ERROR	30.8	30.3	*	25.1	*	*	29.2	*	0.0	*	*	*	*	2.8
% WITH CAPABILITY	4.9	3.7	0.6	8.5	0.5	0.4	4.5	0.0	0.0	0.1	0.0	0.0	0.1	83.0
TURBINE														
ESTIMATED POPULATION	726	2507	1084	2698	1245	714	1544	84	101	922	427	69	316	799
% STANDARD ERROR	19.4	7.5	14.8	7.2	13.0	19.0	11.7	*	*	15.1	20.3	48.0	15.6	14.4
% WITH CAPABILITY	15.2	52.5	22.7	58.5	26.1	15.0	32.3	1.3	2.1	19.3	8.9	1.5	6.8	16.7
ROTORCRAFT: TOTAL														
ESTIMATED POPULATION	997	2708	1120	3053	1273	734	1793	85	101	925	428	71	319	5380
% STANDARD ERROR	16.5	7.3	14.5	7.0	13.0	18.6	10.8	*	*	15.1	20.3	47.3	15.6	3.2
% WITH CAPABILITY	9.7	28.3	10.9	29.7	12.4	7.1	17.4	0.6	1.0	9.0	4.2	0.7	3.1	52.3
OTHER														
ESTIMATED POPULATION	128	113	48	44	65	48	59	42	42	54	50	48	44	8018
% STANDARD ERROR	45.8	38.4	*	*	*	*	*	*	*	*	*	*	*	0.8
% WITH CAPABILITY	1.5	1.4	0.6	0.5	0.8	0.6	0.7	0.5	0.5	0.7	0.6	0.6	0.5	97.1
TOTAL														
ESTIMATED POPULATION	82552	137088	143436	135093	87913	31244	18906	3976	1903	21309	25097	5980	24659	58117
% STANDARD ERROR	1.8	1.0	0.7	0.8	1.3	2.7	4.3	5.9	11.0	2.7	2.5	6.7	2.2	1.4
% WITH CAPABILITY	30.9	51.3	53.6	50.5	32.9	11.7	7.1	1.5	0.7	8.0	9.4	2.2	9.2	21.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	1308	1788	1804	665	2413	1408	1298	2268	2022	1943	2	1401
% STANDARD ERROR	18.9	15.3	15.2	24.1	13.4	18.9	18.1	13.9	14.7	15.0	*	17.1
% WITH CAPABILITY	35.3	48.1	48.6	17.9	65.0	38.0	35.0	61.1	54.5	52.4	0.1	37.8
ALASKA												
ESTIMATED POPULATION	4799	3738	2829	651	3422	1060	5027	2904	2523	2234	166	5416
% STANDARD ERROR	8.2	9.5	10.6	24.0	9.7	18.1	7.9	10.1	11.2	11.7	39.1	7.8
% WITH CAPABILITY	56.8	44.2	33.5	7.7	40.5	12.6	59.5	34.4	29.9	26.4	2.0	64.1
ARIZONA												
ESTIMATED POPULATION	2323	2980	3079	1282	4302	1884	1903	3141	2776	2807	4	2880
% STANDARD ERROR	13.6	12.2	11.9	16.3	10.2	14.9	13.2	11.9	12.5	12.9	*	11.3
% WITH CAPABILITY	37.4	48.0	49.6	20.7	69.3	30.4	30.7	50.6	44.7	42.0	0.1	46.4
ARKANSAS												
ESTIMATED POPULATION	1197	1442	1334	705	1809	980	1310	1331	1308	1230	34	1783
% STANDARD ERROR	18.6	16.5	17.1	21.6	14.7	19.9	16.7	17.2	17.4	17.9	*	14.4
% WITH CAPABILITY	38.4	46.2	42.8	22.6	58.0	30.8	42.0	42.7	41.9	39.4	1.1	57.2
CALIFORNIA												
ESTIMATED POPULATION	14435	17989	17973	4873	24595	13373	10281	20587	18527	17332	304	13974
% STANDARD ERROR	5.2	4.7	4.6	8.2	3.9	5.4	5.7	4.3	4.5	4.7	41.1	5.0
% WITH CAPABILITY	41.4	51.5	51.5	13.4	70.5	38.3	29.5	59.0	53.1	49.7	0.9	40.1
COLORADO												
ESTIMATED POPULATION	1992	3112	2728	704	3678	2441	1818	3175	2862	2886	85	2234
% STANDARD ERROR	14.4	11.8	12.7	21.7	10.8	13.4	14.1	11.6	12.3	12.3	*	13.0
% WITH CAPABILITY	36.2	56.6	49.6	12.8	66.9	44.4	33.1	57.8	52.1	52.5	1.2	40.7
CONNECTICUT												
ESTIMATED POPULATION	676	1216	1088	327	1358	863	719	1182	1095	986	42	824
% STANDARD ERROR	25.1	18.7	20.0	32.9	18.0	22.8	22.1	19.3	20.0	21.1	*	20.9
% WITH CAPABILITY	32.6	58.6	52.4	15.8	65.3	41.6	34.7	57.0	52.8	47.5	2.0	39.7
DELAWARE												
ESTIMATED POPULATION	243	372	428	95	489	238	214	435	439	376	0	258
% STANDARD ERROR	42.3	31.2	30.2	*	28.1	35.1	41.1	29.6	29.6	31.7	0.0	38.0
% WITH CAPABILITY	34.6	52.9	60.9	13.6	69.5	33.5	30.5	61.9	62.5	53.5	0.0	36.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
D.C.												
ESTIMATED POPULATION	18	32	33	5	30	21	14	30	30	29	0	13
% STANDARD ERROR	*	*	*	*	*	*	*	*	*	*	0.0	*
% WITH CAPABILITY	36.8	73.2	75.1	11.0	68.7	49.1	31.3	69.4	69.4	66.6	0.0	30.6
FLORIDA												
ESTIMATED POPULATION	5314	8104	8295	1521	10129	6042	4108	9007	8081	7469	46	5145
% STANDARD ERROR	9.0	7.0	6.9	14.1	6.3	7.9	9.6	6.7	6.9	7.1	*	8.6
% WITH CAPABILITY	37.3	56.9	58.3	10.7	71.1	42.4	28.9	63.3	56.8	52.5	0.3	36.1
GEORGIA												
ESTIMATED POPULATION	2343	2315	2540	848	3362	1788	1728	2833	2745	2408	147	2052
% STANDARD ERROR	13.8	13.3	12.8	20.3	11.3	14.5	14.7	12.2	12.4	13.1	*	13.9
% WITH CAPABILITY	46.0	45.5	49.9	16.7	66.1	34.7	33.9	55.7	53.9	47.3	2.9	40.3
HAWAII												
ESTIMATED POPULATION	311	214	188	34	440	70	107	215	181	184	8	319
% STANDARD ERROR	37.5	45.5	48.4	*	31.5	*	*	44.5	48.5	48.9	*	37.4
% WITH CAPABILITY	56.9	39.2	34.3	6.2	80.5	12.9	19.5	39.3	33.1	33.7	1.5	58.4
IDAHO												
ESTIMATED POPULATION	1278	1050	936	547	1663	842	980	1087	1017	973	0	1524
% STANDARD ERROR	17.9	21.2	21.8	26.8	16.5	26.1	19.4	20.0	21.1	21.4	0.0	16.4
% WITH CAPABILITY	48.4	39.8	35.4	20.7	62.9	24.3	37.1	41.2	38.5	36.8	0.0	57.7
ILLINOIS												
ESTIMATED POPULATION	3680	5212	5831	1824	6555	3521	3391	6192	5981	5265	93	3527
% STANDARD ERROR	10.8	9.2	8.8	13.8	8.2	11.0	10.6	8.4	8.6	9.1	*	10.3
% WITH CAPABILITY	37.0	52.4	58.6	18.3	65.9	35.4	34.1	62.3	60.1	52.9	0.9	35.5
INDIANA												
ESTIMATED POPULATION	1827	2022	2388	792	2559	1160	1759	2334	2078	1821	10	1883
% STANDARD ERROR	15.0	14.4	13.4	22.4	12.8	18.5	14.7	13.5	14.4	15.2	*	14.0
% WITH CAPABILITY	42.3	48.8	55.3	18.3	59.3	26.9	40.7	54.0	48.1	42.2	0.2	43.6
IOWA												
ESTIMATED POPULATION	1319	1845	1803	819	2418	952	1408	1913	1678	1452	3	1847
% STANDARD ERROR	18.0	15.7	16.6	19.9	13.5	20.9	16.3	15.1	16.0	17.2	*	14.7
% WITH CAPABILITY	34.5	48.2	41.9	21.4	63.2	24.9	36.8	50.0	43.8	38.0	0.1	48.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
KANSAS												
ESTIMATED POPULATION	1599	1952	2221	875	2640	1239	1582	2248	2308	1930	5	1819
% STANDARD ERROR	18.0	14.7	13.9	20.8	12.7	17.9	15.5	13.8	13.8	15.0	*	14.4
% WITH CAPABILITY	37.9	46.2	52.6	20.7	62.5	29.4	37.5	53.2	54.7	45.7	0.1	43.1
KENTUCKY												
ESTIMATED POPULATION	728	949	985	296	1368	501	511	1159	1098	999	5	870
% STANDARD ERROR	25.1	21.8	21.2	38.0	18.3	27.3	28.8	19.9	20.5	21.3	*	25.1
% WITH CAPABILITY	38.8	50.8	51.4	15.9	72.8	26.7	27.2	61.8	58.4	53.3	0.3	35.7
LOUISIANA												
ESTIMATED POPULATION	1684	2421	2408	909	3059	1435	1689	2398	2184	1963	33	2291
% STANDARD ERROR	16.2	12.2	12.8	18.9	11.3	15.9	14.5	12.9	13.8	14.4	*	12.1
% WITH CAPABILITY	35.5	51.0	50.7	19.1	64.4	30.2	35.6	50.5	45.6	41.3	0.7	48.2
MAINE												
ESTIMATED POPULATION	462	478	423	389	552	249	708	453	448	389	6	752
% STANDARD ERROR	30.4	29.5	31.9	30.2	27.7	41.8	23.2	30.3	31.9	33.8	*	22.4
% WITH CAPABILITY	36.7	37.9	33.5	30.8	43.8	19.7	56.2	35.9	35.5	30.9	0.5	59.6
MARYLAND												
ESTIMATED POPULATION	1302	1493	1622	490	2252	1207	857	1709	1604	1502	4	1336
% STANDARD ERROR	18.0	17.3	16.2	26.1	14.1	18.9	19.7	16.0	16.4	17.2	*	17.1
% WITH CAPABILITY	41.9	48.0	52.2	15.7	72.4	38.8	27.6	55.0	51.6	48.3	0.1	43.0
MASSACHUSETTS												
ESTIMATED POPULATION	1600	1817	1741	348	2371	1229	1189	1971	1849	1556	0	1486
% STANDARD ERROR	16.4	15.4	16.1	30.6	13.5	18.8	18.6	14.8	15.5	16.8	0.0	16.4
% WITH CAPABILITY	44.9	51.0	48.9	9.7	66.6	34.5	33.4	55.4	51.9	43.7	0.0	41.8
MICHIGAN												
ESTIMATED POPULATION	3724	4032	3947	1122	5004	2308	3126	4261	3733	3411	76	3677
% STANDARD ERROR	10.7	10.2	10.4	18.1	9.2	13.2	10.8	9.9	10.5	11.0	*	10.1
% WITH CAPABILITY	45.8	49.6	48.5	13.8	61.5	28.4	38.5	52.4	45.9	42.0	0.9	45.2
MINNESOTA												
ESTIMATED POPULATION	2403	2511	2241	1370	2927	1221	2933	2355	2042	1952	41	3435
% STANDARD ERROR	12.8	12.9	13.5	15.8	12.0	17.9	10.9	13.2	14.1	14.5	*	10.4
% WITH CAPABILITY	41.0	42.8	38.2	23.4	49.9	20.8	50.1	40.2	34.8	33.3	0.7	58.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
MISSISSIPPI												
ESTIMATED POPULATION	1046	1094	1140	638	1271	598	1172	1010	932	887	53	1426
% STANDARD ERROR	21.4	20.0	20.1	23.7	16.6	26.2	18.6	20.4	21.2	21.7	*	17.3
% WITH CAPABILITY	42.8	44.8	46.7	26.1	52.0	24.5	48.0	41.3	38.2	36.3	2.2	58.4
MISSOURI												
ESTIMATED POPULATION	2281	2314	2570	665	3393	1523	1847	2780	2691	2611	0	2170
% STANDARD ERROR	14.0	13.8	13.3	20.4	11.4	16.8	15.2	12.9	13.0	13.2	0.0	13.1
% WITH CAPABILITY	45.3	45.9	51.0	13.6	67.3	30.2	32.7	55.2	53.4	51.8	0.0	43.0
MONTANA												
ESTIMATED POPULATION	1351	997	1015	453	1331	476	1222	995	949	863	61	1548
% STANDARD ERROR	18.5	20.8	20.8	27.9	17.9	29.1	18.7	20.5	21.0	21.9	*	16.8
% WITH CAPABILITY	52.9	39.1	39.8	17.8	52.1	18.6	47.9	39.0	37.2	33.8	2.4	60.6
NEBRASKA												
ESTIMATED POPULATION	755	730	893	595	1056	348	929	960	908	816	0	1004
% STANDARD ERROR	24.8	24.6	23.2	23.1	21.1	34.6	19.1	22.2	22.8	23.9	0.0	18.7
% WITH CAPABILITY	38.1	36.8	45.0	30.0	53.2	17.5	46.8	48.4	45.8	41.1	0.0	50.6
NEVADA												
ESTIMATED POPULATION	651	1106	970	298	1443	857	521	1034	1039	857	9	788
% STANDARD ERROR	23.2	19.2	20.5	38.4	17.1	24.7	25.6	19.9	19.5	21.6	*	22.2
% WITH CAPABILITY	33.2	56.3	49.4	15.1	73.5	33.5	26.5	52.7	52.9	43.6	0.5	40.1
NEW HAMPSHIRE												
ESTIMATED POPULATION	811	585	793	257	895	563	627	915	766	667	0	593
% STANDARD ERROR	23.9	25.2	23.2	33.3	21.8	27.1	24.2	21.5	23.2	24.7	0.0	25.0
% WITH CAPABILITY	53.3	38.4	52.1	16.9	58.8	37.0	41.2	60.2	50.3	43.8	0.0	39.0
NEW JERSEY												
ESTIMATED POPULATION	1735	2441	2529	585	3026	1808	1283	2742	2526	2286	66	1467
% STANDARD ERROR	15.8	13.1	12.7	24.2	11.8	14.8	17.0	12.3	12.7	13.3	*	16.3
% WITH CAPABILITY	40.3	56.7	58.7	13.1	70.2	42.0	29.8	63.7	58.6	53.0	1.5	34.1
NEW MEXICO												
ESTIMATED POPULATION	1276	1113	1138	351	1761	841	888	1341	1194	1128	9	1295
% STANDARD ERROR	18.4	18.7	18.6	29.5	15.7	21.7	19.2	17.6	18.6	19.2	*	17.2
% WITH CAPABILITY	48.2	42.0	43.0	13.2	66.5	31.7	33.5	50.6	45.1	42.6	0.4	48.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
NEW YORK												
ESTIMATED POPULATION	3432	3266	3730	1380	4451	2369	3085	4096	3672	3393	50	3416
% STANDARD ERROR	11.2	11.2	10.8	16.0	9.8	13.2	11.1	10.2	10.8	11.3	*	10.6
% WITH CAPABILITY	45.5	43.3	49.5	18.3	59.1	31.4	40.9	54.4	48.7	45.0	0.7	45.3
NORTH CAROLINA												
ESTIMATED POPULATION	1539	2782	2505	479	3459	1690	1119	2882	2660	2589	53	1643
% STANDARD ERROR	16.7	12.4	13.0	29.0	11.2	15.5	19.0	12.2	12.5	12.7	*	16.2
% WITH CAPABILITY	33.6	60.8	54.7	10.5	75.6	36.9	24.4	63.0	58.1	56.5	1.1	35.9
NORTH DAKOTA												
ESTIMATED POPULATION	765	397	528	715	568	243	1217	559	512	498	14	1222
% STANDARD ERROR	24.7	33.1	28.8	23.8	27.5	41.7	18.9	28.3	29.7	30.4	*	18.7
% WITH CAPABILITY	42.9	22.2	29.6	40.0	31.8	13.6	68.2	31.3	28.7	27.8	0.8	68.4
OHIO												
ESTIMATED POPULATION	3707	4432	4435	1305	5663	2673	3008	4962	4378	3842	3	3493
% STANDARD ERROR	11.1	9.8	9.9	15.5	8.8	12.5	11.2	9.3	9.9	10.4	*	10.5
% WITH CAPABILITY	42.8	51.1	51.2	15.0	65.3	30.8	34.7	57.2	50.5	44.3	0.0	40.3
OKLAHOMA												
ESTIMATED POPULATION	2413	2892	3083	814	4198	2302	1667	3352	3038	2946	0	2400
% STANDARD ERROR	13.6	12.3	12.0	21.1	10.3	13.7	15.3	11.4	12.0	12.2	0.0	13.2
% WITH CAPABILITY	41.2	49.3	52.2	13.9	71.6	39.3	28.4	57.2	51.8	50.2	0.0	40.9
OREGON												
ESTIMATED POPULATION	2582	2958	2472	888	3412	1499	2330	2582	2417	2296	0	3011
% STANDARD ERROR	12.5	12.1	12.9	22.2	11.2	16.1	12.7	12.8	13.1	13.5	0.0	11.5
% WITH CAPABILITY	45.0	51.5	43.0	11.9	59.4	26.1	40.6	45.0	42.1	40.0	0.0	52.4
PENNSYLVANIA												
ESTIMATED POPULATION	3144	3047	3312	1366	4599	2441	2699	4077	3523	3239	91	3038
% STANDARD ERROR	11.7	11.3	11.0	15.7	9.5	12.5	11.6	10.1	10.8	11.1	*	11.0
% WITH CAPABILITY	43.1	41.8	45.4	18.7	63.0	33.4	37.0	55.9	48.3	44.4	1.2	41.8
RHODE ISLAND												
ESTIMATED POPULATION	207	181	188	40	324	169	93	291	205	178	2	123
% STANDARD ERROR	47.5	48.1	50.0	*	37.5	48.2	*	39.7	44.7	47.4	*	*
% WITH CAPABILITY	49.8	43.5	40.0	9.8	77.8	40.6	22.2	69.9	49.3	42.2	0.4	29.5

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	860	745	945	255	1263	510	521	1232	1076	946	13	553
% STANDARD ERROR	23.7	22.7	21.3	34.5	18.6	26.5	26.7	18.9	19.9	20.8	*	26.1
% WITH CAPABILITY	48.2	41.8	53.0	14.3	70.8	28.6	29.2	69.0	60.3	53.0	0.7	31.0
SOUTH DAKOTA												
ESTIMATED POPULATION	584	692	680	373	748	237	770	726	661	683	36	784
% STANDARD ERROR	27.1	26.5	26.5	30.2	24.7	41.4	22.6	25.5	26.6	26.5	*	22.0
% WITH CAPABILITY	36.5	45.6	44.9	24.6	49.2	15.6	50.8	47.9	43.6	45.1	2.4	51.7
TENNESSEE												
ESTIMATED POPULATION	1378	1679	1783	605	2240	1197	978	1962	1787	1495	0	1229
% STANDARD ERROR	17.3	16.3	15.5	26.5	14.0	18.5	20.8	14.6	15.3	16.6	0.0	19.2
% WITH CAPABILITY	42.8	52.2	55.4	18.8	69.6	37.2	30.4	61.0	55.5	46.4	0.0	38.2
TEXAS												
ESTIMATED POPULATION	8049	11842	12095	3756	14951	8611	7068	13116	12269	11432	236	8440
% STANDARD ERROR	7.3	5.7	5.6	10.0	5.1	6.5	7.3	5.4	5.6	5.7	42.3	6.7
% WITH CAPABILITY	36.6	53.8	54.9	17.1	67.9	39.1	32.1	59.6	55.7	51.9	1.1	38.3
UTAH												
ESTIMATED POPULATION	555	773	725	104	1003	498	392	799	713	647	4	569
% STANDARD ERROR	27.7	23.5	24.0	*	20.8	29.5	32.5	23.3	24.3	25.7	*	27.7
% WITH CAPABILITY	39.8	55.4	52.0	7.4	71.9	35.7	28.1	57.3	51.1	46.4	0.3	40.8
VERMONT												
ESTIMATED POPULATION	188	299	298	140	307	241	277	325	283	274	0	252
% STANDARD ERROR	43.1	34.3	35.3	*	33.1	37.8	37.6	33.9	34.9	35.7	0.0	37.3
% WITH CAPABILITY	32.3	51.2	51.0	23.9	52.5	41.3	47.5	55.8	48.5	47.0	0.0	43.2
VIRGINIA												
ESTIMATED POPULATION	1374	1643	1692	598	2268	1245	1190	1886	1725	1603	87	1509
% STANDARD ERROR	18.1	15.9	15.6	25.6	13.7	18.0	18.8	15.0	15.5	16.1	*	16.9
% WITH CAPABILITY	39.7	47.5	48.9	17.3	65.6	36.0	34.4	54.5	49.9	46.3	1.9	43.6
WASHINGTON												
ESTIMATED POPULATION	3149	3514	3506	1479	4382	1605	3241	3830	3510	3070	35	3706
% STANDARD ERROR	11.5	10.7	10.9	16.3	9.7	15.7	11.1	10.8	11.0	11.8	*	10.3
% WITH CAPABILITY	41.3	48.1	48.0	19.4	57.5	21.1	42.5	47.6	46.0	40.3	0.5	48.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
WEST VIRGINIA												
ESTIMATED POPULATION	338	509	572	204	617	320	402	516	581	504	72	334
% STANDARD ERROR	33.9	27.6	26.5	44.6	24.9	34.2	31.9	25.3	26.9	27.9	*	32.4
% WITH CAPABILITY	33.2	50.0	56.1	20.0	60.6	31.3	39.4	50.4	55.1	49.4	7.1	32.7
WISCONSIN												
ESTIMATED POPULATION	2167	2039	2166	1044	2592	1001	2426	2059	1948	1596	14	2852
% STANDARD ERROR	14.2	14.5	14.0	18.5	12.7	19.2	12.9	14.2	14.5	15.8	*	12.0
% WITH CAPABILITY	43.2	40.6	43.2	20.8	51.7	20.0	48.3	41.0	38.8	31.8	0.3	56.8
WYOMING												
ESTIMATED POPULATION	703	742	874	193	1096	548	505	796	701	659	0	800
% STANDARD ERROR	26.0	23.6	22.1	41.8	20.0	28.3	28.8	23.3	24.8	25.7	0.0	23.2
% WITH CAPABILITY	43.9	46.4	54.6	12.0	68.4	34.2	31.6	49.7	43.8	41.1	0.0	50.0
PUERTO RICO												
ESTIMATED POPULATION	310	228	289	15	292	90	161	252	228	220	2	190
% STANDARD ERROR	36.0	41.0	35.0	*	35.5	*	*	36.1	38.1	37.2	*	*
% WITH CAPABILITY	68.5	50.4	63.9	3.4	64.4	20.0	35.6	55.8	50.3	48.7	0.5	41.9
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	23	62	60	2	73	30	14	70	66	64	0	14
% STANDARD ERROR	*	*	*	*	*	*	*	*	*	*	0.0	*
% WITH CAPABILITY	26.0	72.0	68.7	1.9	83.7	34.3	16.3	80.2	76.1	73.4	0.0	16.6
FOREIGN												
ESTIMATED POPULATION	566	1003	1056	205	1154	701	572	1139	1082	1075	7	578
% STANDARD ERROR	26.0	18.8	18.4	45.0	17.5	22.0	27.3	17.7	17.9	18.0	*	27.2
% WITH CAPABILITY	32.8	58.1	61.2	11.9	66.9	40.6	33.1	66.0	62.7	62.3	0.4	33.5
TOTAL												
ESTIMATED POPULATION	109906	131474	132424	43403	171173	86753	96252	145095	132834	121614	2085	117850
% STANDARD ERROR	1.4	1.1	0.9	1.9	0.8	1.4	1.1	0.8	0.8	1.0	14.0	1.0
% WITH CAPABILITY	41.1	49.2	49.5	16.2	64.0	32.4	36.0	54.3	49.8	45.5	0.8	44.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
ALABAMA														
ESTIMATED POPULATION	838	2083	2196	1948	1448	857	517	55	19	320	554	113	637	822
% STANDARD ERROR	23.4	14.5	14.2	14.8	16.8	23.4	29.9	*	*	28.9	23.4	47.7	24.9	21.8
% WITH CAPABILITY	22.8	56.1	59.2	52.5	39.0	17.7	13.9	1.5	0.5	8.6	14.9	3.1	17.2	22.2
ALASKA														
ESTIMATED POPULATION	3737	3496	2691	4381	1498	533	886	156	153	472	288	184	283	1302
% STANDARD ERROR	9.6	9.6	11.0	8.3	13.7	21.7	19.6	41.0	41.5	23.8	29.6	39.6	29.7	16.3
% WITH CAPABILITY	44.2	41.4	31.9	51.9	17.7	6.3	10.2	1.8	1.8	5.6	3.4	1.9	3.4	15.4
ARIZONA														
ESTIMATED POPULATION	1838	3240	3201	2782	1848	611	223	17	3	213	319	85	194	1348
% STANDARD ERROR	15.4	11.7	11.7	12.5	15.2	26.6	47.2	*	*	41.2	32.9	*	35.7	15.2
% WITH CAPABILITY	29.6	52.2	51.6	44.8	29.8	9.8	3.6	0.3	0.1	3.4	5.1	1.4	3.1	21.7
ARKANSAS														
ESTIMATED POPULATION	782	1520	1590	1564	1063	486	215	32	2	270	313	25	306	923
% STANDARD ERROR	23.3	16.3	16.0	16.0	19.0	26.3	38.5	*	*	34.5	31.3	*	30.8	18.8
% WITH CAPABILITY	24.4	48.7	51.0	50.1	34.1	14.9	6.9	1.0	0.1	8.7	10.0	0.8	9.8	29.6
CALIFORNIA														
ESTIMATED POPULATION	10203	18824	19293	15806	11948	2739	1980	488	235	2280	2784	1139	2053	6841
% STANDARD ERROR	6.3	4.6	4.4	4.8	5.6	11.0	14.8	25.7	34.1	11.1	10.4	17.6	11.7	6.7
% WITH CAPABILITY	29.3	53.4	55.3	45.3	34.3	7.9	5.7	1.4	0.7	6.5	8.0	3.3	5.9	19.9
COLORADO														
ESTIMATED POPULATION	1420	3082	3157	2886	2308	670	152	80	2	544	407	233	339	1083
% STANDARD ERROR	17.2	12.0	11.8	12.2	13.7	24.8	49.1	*	*	25.4	27.0	38.6	28.3	17.1
% WITH CAPABILITY	25.6	55.7	57.5	52.5	42.0	12.2	2.8	1.1	0.0	9.9	7.4	4.2	6.2	19.9
CONNECTICUT														
ESTIMATED POPULATION	482	1228	1172	1068	586	185	77	4	28	135	192	37	210	449
% STANDARD ERROR	30.1	19.0	19.3	20.3	25.4	48.4	*	*	*	*	40.1	*	38.8	26.4
% WITH CAPABILITY	22.3	58.2	56.5	51.5	28.2	8.9	3.7	0.2	1.3	8.5	9.2	1.8	10.1	21.7
DELAWARE														
ESTIMATED POPULATION	211	348	419	424	288	140	70	33	34	123	128	47	127	112
% STANDARD ERROR	47.6	31.7	29.6	30.9	33.7	40.7	*	*	*	38.6	37.9	*	37.2	46.9
% WITH CAPABILITY	30.0	49.1	59.6	60.3	41.0	19.9	10.0	4.7	4.8	17.5	18.1	6.7	18.1	15.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
D.C.												-		
ESTIMATED POPULATION	11	30	28	25	24	15	7	0	0	11	11	2	11	12
% STANDARD ERROR	*	*	*	*	*	*	*	0.0	0.0	*	*	*	*	*
% WITH CAPABILITY	25.7	68.0	60.6	56.6	54.9	35.1	16.1	0.0	0.0	24.8	24.8	4.8	24.8	27.1
FLORIDA														
ESTIMATED POPULATION	4069	8595	8948	8299	5748	1705	1124	91	34	1685	1678	437	1887	2056
% STANDARD ERROR	10.4	6.8	6.6	6.9	7.8	14.1	17.4	45.6	*	13.0	13.4	28.6	11.4	12.4
% WITH CAPABILITY	28.8	60.4	62.8	58.3	40.4	12.0	7.9	0.6	0.2	11.8	11.8	3.1	13.1	14.4
GEORGIA														
ESTIMATED POPULATION	2024	2821	2885	2856	1851	618	724	63	62	340	498	67	557	1050
% STANDARD ERROR	14.9	12.7	12.1	12.1	14.8	22.5	22.8	43.6	*	27.4	23.7	41.1	22.4	18.5
% WITH CAPABILITY	39.8	51.5	56.7	56.1	32.4	12.1	14.2	1.2	1.2	6.7	9.8	1.3	11.0	20.6
HAWAII														
ESTIMATED POPULATION	232	224	187	163	150	20	7	1	0	14	17	4	5	81
% STANDARD ERROR	43.0	45.7	48.1	49.8	*	*	*	*	0.0	*	*	*	*	*
% WITH CAPABILITY	42.5	41.0	34.3	29.9	27.4	3.6	1.2	0.3	0.0	2.6	3.0	0.8	0.9	14.8
IDAHO														
ESTIMATED POPULATION	1068	1057	1079	1232	851	170	155	17	41	85	77	48	85	616
% STANDARD ERROR	20.0	20.7	20.4	19.3	26.2	*	*	*	*	*	*	*	*	24.2
% WITH CAPABILITY	40.4	40.0	40.8	46.6	24.7	6.4	5.9	0.6	1.5	3.2	2.9	1.8	3.2	23.3
ILLINOIS														
ESTIMATED POPULATION	2787	5385	6018	5741	3703	1554	715	159	41	824	810	120	979	2139
% STANDARD ERROR	12.8	9.0	8.5	8.8	10.7	15.9	23.8	39.9	*	19.7	19.1	46.0	17.8	12.6
% WITH CAPABILITY	28.0	53.9	60.5	57.7	37.2	15.6	7.2	1.6	0.4	8.3	8.1	1.2	9.8	21.5
INDIANA														
ESTIMATED POPULATION	1516	2044	2414	2215	1250	492	283	73	18	391	398	65	625	966
% STANDARD ERROR	17.0	14.1	13.4	13.6	17.7	26.4	43.0	*	*	26.5	26.0	*	20.3	18.4
% WITH CAPABILITY	35.1	47.3	55.9	51.3	28.9	11.4	6.6	1.7	0.4	9.1	9.2	1.5	14.5	22.4
IOWA														
ESTIMATED POPULATION	1238	1715	1775	1679	1180	380	189	17	27	280	333	30	388	981
% STANDARD ERROR	19.4	15.9	15.8	16.2	19.0	30.7	*	*	*	35.2	33.6	*	31.7	18.8
% WITH CAPABILITY	32.3	44.8	46.4	43.9	30.3	9.9	4.4	0.4	0.7	6.6	8.7	0.8	10.1	25.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
KANSAS														
ESTIMATED POPULATION	1332	2082	2462	2351	1583	495	228	78	5	293	279	61	317	1081
% STANDARD ERROR	17.8	14.2	13.3	13.7	16.2	27.1	41.2	44.9	*	30.3	31.1	*	30.2	18.8
% WITH CAPABILITY	31.6	48.8	58.3	55.7	37.5	11.7	5.4	1.8	0.1	6.9	6.6	1.4	7.5	25.1
KENTUCKY														
ESTIMATED POPULATION	616	983	1135	1109	683	171	126	25	1	214	189	24	201	332
% STANDARD ERROR	27.8	21.3	20.2	20.2	25.3	48.2	*	*	*	37.8	40.2	*	35.5	35.3
% WITH CAPABILITY	32.8	52.4	60.5	59.1	36.4	9.1	6.7	1.3	0.1	11.4	9.0	1.3	10.7	17.7
LOUISIANA														
ESTIMATED POPULATION	1207	2349	2189	2599	1607	594	800	45	5	413	506	148	611	1011
% STANDARD ERROR	19.1	12.7	13.8	11.9	15.3	24.2	19.2	*	*	24.1	25.3	44.3	22.4	17.5
% WITH CAPABILITY	25.4	49.5	45.7	54.7	33.8	12.5	16.9	0.9	0.1	8.7	10.7	3.1	12.9	21.3
MAINE														
ESTIMATED POPULATION	414	488	462	523	117	50	100	2	7	78	35	11	48	420
% STANDARD ERROR	33.0	29.3	30.4	28.4	46.8	*	48.5	*	*	*	*	*	*	28.4
% WITH CAPABILITY	32.8	37.1	36.7	41.5	9.3	4.0	7.9	0.1	0.5	6.2	2.8	0.9	3.8	33.3
MARYLAND														
ESTIMATED POPULATION	1088	1534	1770	1694	898	251	343	15	13	114	127	32	161	573
% STANDARD ERROR	20.4	18.7	15.8	16.1	21.2	37.3	35.5	*	*	43.4	39.9	*	38.9	23.9
% WITH CAPABILITY	34.9	49.3	56.9	54.5	28.9	8.1	11.0	0.5	0.4	3.7	4.1	1.0	5.2	18.4
MASSACHUSETTS														
ESTIMATED POPULATION	1158	1870	1748	1788	873	187	346	32	14	233	183	48	166	540
% STANDARD ERROR	20.1	15.2	15.9	15.7	21.3	41.7	32.0	*	*	39.1	38.9	*	40.5	24.7
% WITH CAPABILITY	32.5	52.5	49.1	49.7	24.5	5.2	9.7	0.9	0.4	6.5	5.1	1.3	4.7	15.2
MICHIGAN														
ESTIMATED POPULATION	3549	4523	4143	3590	2674	831	818	106	32	573	705	142	824	1403
% STANDARD ERROR	12.8	9.8	10.0	10.7	12.5	21.1	26.1	41.7	*	21.4	19.7	49.5	19.7	14.5
% WITH CAPABILITY	31.4	55.6	51.0	44.2	31.7	10.2	7.6	1.3	0.4	7.1	8.7	1.8	10.1	17.3
MINNESOTA														
ESTIMATED POPULATION	1998	2443	2358	2440	1375	540	188	41	48	293	287	87	355	1800
% STANDARD ERROR	14.4	12.8	13.3	13.0	18.8	26.3	34.9	*	*	31.2	31.4	*	31.5	14.4
% WITH CAPABILITY	34.1	41.7	40.2	41.6	23.5	9.2	3.2	0.7	0.8	5.0	4.9	1.5	6.1	27.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
MISSISSIPPI														
ESTIMATED POPULATION	675	1171	1179	936	712	250	126	6	4	145	188	19	275	881
% STANDARD ERROR	26.8	19.7	19.6	21.2	23.5	34.9	*	*	*	47.2	40.9	*	33.9	21.0
% WITH CAPABILITY	27.6	47.9	48.3	38.3	29.2	10.2	5.2	0.2	0.1	5.9	7.7	0.8	11.3	36.1
MISSOURI														
ESTIMATED POPULATION	1435	2633	2894	2676	1629	824	210	80	35	492	620	65	493	1018
% STANDARD ERROR	18.0	13.0	12.6	13.0	16.2	22.0	41.7	*	*	26.5	23.6	*	26.9	17.5
% WITH CAPABILITY	28.5	52.2	57.4	53.1	32.3	16.3	4.2	1.6	0.7	9.8	12.3	1.3	9.8	20.2
MONTANA														
ESTIMATED POPULATION	957	916	993	1245	675	171	184	10	0	79	118	14	77	689
% STANDARD ERROR	21.4	21.7	20.3	18.5	25.1	49.0	48.5	*	0.0	*	*	*	*	24.1
% WITH CAPABILITY	37.5	35.9	38.9	48.8	26.4	6.7	7.2	0.4	0.0	3.1	4.6	0.6	3.0	27.0
NEBRASKA														
ESTIMATED POPULATION	504	832	870	947	402	216	39	10	1	145	144	25	162	720
% STANDARD ERROR	30.1	23.9	23.4	22.4	32.3	42.9	*	*	*	44.9	47.5	*	45.3	20.9
% WITH CAPABILITY	25.4	41.9	43.8	47.7	20.2	10.9	2.0	0.5	0.1	7.3	7.3	1.2	8.2	36.3
NEVADA														
ESTIMATED POPULATION	626	991	1075	948	590	86	197	8	8	131	105	55	138	347
% STANDARD ERROR	26.8	19.6	19.6	21.3	26.3	*	42.2	*	*	48.1	48.0	*	40.9	32.7
% WITH CAPABILITY	31.9	50.5	54.7	48.2	30.1	4.4	10.0	0.4	0.4	6.6	5.4	2.8	7.0	17.7
NEW HAMPSHIRE														
ESTIMATED POPULATION	535	800	867	757	553	289	135	10	8	89	172	25	115	281
% STANDARD ERROR	30.0	23.2	22.3	23.0	26.8	37.5	47.1	*	*	*	48.0	*	*	30.6
% WITH CAPABILITY	35.1	52.8	57.0	49.7	36.3	19.0	8.8	0.7	0.5	5.9	11.3	1.6	7.6	18.5
NEW JERSEY														
ESTIMATED POPULATION	1383	2500	2712	2468	1581	514	92	100	123	347	519	77	340	727
% STANDARD ERROR	18.3	12.7	12.3	13.0	15.8	26.8	*	44.5	35.9	25.0	23.7	*	25.1	21.2
% WITH CAPABILITY	31.4	58.0	62.9	57.3	36.7	11.9	2.1	2.3	2.9	8.0	12.1	1.8	7.9	16.9
NEW MEXICO														
ESTIMATED POPULATION	1155	973	1295	1321	928	505	142	34	15	283	336	56	298	576
% STANDARD ERROR	19.2	20.1	17.6	17.9	20.5	29.3	*	*	*	32.6	34.0	*	30.6	23.2
% WITH CAPABILITY	43.6	36.7	48.9	49.8	35.0	19.1	5.4	1.3	0.6	9.9	12.7	2.1	11.3	21.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
NEW YORK														
ESTIMATED POPULATION	2808	3365	4017	3807	2133	758	614	195	122	472	630	311	652	1842
% STANDARD ERROR	12.7	11.1	10.4	10.8	13.5	20.8	27.0	33.5	36.7	22.5	21.5	32.3	20.4	14.3
% WITH CAPABILITY	37.2	44.6	53.3	47.9	28.3	10.1	8.1	2.6	1.6	6.3	8.4	4.1	8.7	21.8
NORTH CAROLINA														
ESTIMATED POPULATION	1453	2567	2849	2686	1882	692	269	92	8	695	643	87	717	599
% STANDARD ERROR	16.9	13.2	12.1	12.4	14.4	22.5	38.2	*	*	22.9	21.8	*	21.0	25.2
% WITH CAPABILITY	31.7	56.1	62.2	58.7	41.1	15.1	5.9	2.0	0.2	15.2	14.0	1.9	15.7	13.1
NORTH DAKOTA														
ESTIMATED POPULATION	651	488	682	559	403	96	58	8	1	76	75	10	44	745
% STANDARD ERROR	26.8	30.3	25.9	28.0	32.9	*	*	*	*	*	*	*	*	23.2
% WITH CAPABILITY	36.5	27.3	38.2	31.3	22.6	5.4	3.1	0.5	0.1	4.2	4.2	0.5	2.4	41.7
OHIO														
ESTIMATED POPULATION	2316	4992	4856	3927	2491	919	467	150	25	536	799	186	824	1809
% STANDARD ERROR	13.8	9.3	9.5	10.5	12.7	20.0	29.1	32.6	*	21.6	20.3	40.7	19.0	13.9
% WITH CAPABILITY	26.7	57.6	56.0	45.3	28.7	10.6	5.4	1.7	0.3	6.2	9.2	1.9	9.5	20.9
OKLAHOMA														
ESTIMATED POPULATION	1863	3281	3532	3400	2215	1107	281	68	10	588	816	78	791	914
% STANDARD ERROR	15.8	11.5	11.3	11.4	14.0	19.4	38.9	40.7	*	23.4	21.4	*	22.5	19.6
% WITH CAPABILITY	31.8	56.0	60.2	58.0	37.8	18.9	4.8	1.2	0.2	10.0	13.9	1.3	13.5	15.6
OREGON														
ESTIMATED POPULATION	2258	2493	2574	2705	1512	545	718	133	25	365	488	166	331	1199
% STANDARD ERROR	14.2	13.0	12.8	12.0	16.0	26.4	22.3	*	*	29.2	24.3	40.3	30.4	17.0
% WITH CAPABILITY	39.3	43.4	44.8	47.1	26.3	9.5	12.5	2.3	0.4	6.4	8.1	2.9	5.8	20.9
PENNSYLVANIA														
ESTIMATED POPULATION	2095	3750	4024	3349	2505	1187	512	145	98	936	901	352	865	1576
% STANDARD ERROR	14.3	10.5	10.2	10.9	12.3	17.6	27.9	38.7	*	18.4	17.6	32.1	17.4	14.3
% WITH CAPABILITY	28.7	51.4	55.1	45.9	34.3	16.0	7.0	2.0	1.3	12.8	12.4	4.8	11.9	21.6
RHODE ISLAND														
ESTIMATED POPULATION	187	207	220	202	133	55	82	3	0	51	44	1	50	50
% STANDARD ERROR	*	45.6	43.4	44.1	*	*	*	*	0.0	*	*	*	*	*
% WITH CAPABILITY	45.0	49.6	52.8	48.5	31.8	13.2	19.6	0.7	0.0	12.3	10.6	0.3	12.0	11.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
SOUTH CAROLINA														
ESTIMATED POPULATION	442	1128	1142	938	710	284	66	7	11	159	254	19	290	301
% STANDARD ERROR	33.7	19.4	19.4	20.9	23.4	34.3	*	*	*	38.0	34.4	*	31.6	30.8
% WITH CAPABILITY	24.8	63.2	64.0	52.6	39.8	15.9	3.7	0.4	0.6	8.9	14.3	1.1	16.3	16.9
SOUTH DAKOTA														
ESTIMATED POPULATION	502	808	702	644	379	158	43	40	36	121	119	39	119	444
% STANDARD ERROR	29.6	28.1	25.9	26.8	34.4	43.6	*	*	*	*	*	*	*	27.4
% WITH CAPABILITY	33.1	40.1	46.3	42.5	25.0	10.4	2.8	2.7	2.4	8.0	7.8	2.5	7.8	29.3
TENNESSEE														
ESTIMATED POPULATION	913	1811	1862	1818	1331	535	303	38	1	315	344	70	593	691
% STANDARD ERROR	22.0	15.5	15.1	15.2	17.4	26.9	33.7	*	*	28.4	31.0	*	23.5	24.2
% WITH CAPABILITY	28.4	56.3	57.8	56.4	41.4	16.6	9.4	1.2	0.0	9.8	10.7	2.2	18.4	21.5
TEXAS														
ESTIMATED POPULATION	5482	12582	12997	13150	9647	4280	1383	737	203	2713	3685	554	3882	4543
% STANDARD ERROR	8.7	5.8	5.4	5.4	6.2	9.3	17.0	15.5	30.6	9.7	9.4	19.6	9.1	8.9
% WITH CAPABILITY	24.9	57.1	59.0	59.7	43.8	19.4	6.3	3.3	0.9	12.3	16.6	2.5	16.6	20.6
UTAH														
ESTIMATED POPULATION	559	675	738	677	430	209	102	1	5	61	153	17	140	181
% STANDARD ERROR	29.0	24.3	24.0	25.1	30.3	42.8	*	*	*	*	44.2	*	49.1	48.9
% WITH CAPABILITY	40.1	48.4	52.9	48.5	30.8	15.0	7.3	0.1	0.4	4.4	11.0	1.2	10.0	11.5
VERMONT														
ESTIMATED POPULATION	160	269	272	303	217	41	57	1	3	57	88	5	77	191
% STANDARD ERROR	48.7	37.1	37.0	34.8	38.7	*	*	*	*	*	*	*	*	44.0
% WITH CAPABILITY	27.5	46.1	46.7	52.0	37.2	7.0	9.8	0.2	0.8	9.8	15.1	0.8	13.1	32.7
VIRGINIA														
ESTIMATED POPULATION	790	2047	1737	1874	1113	403	275	62	45	263	385	69	388	740
% STANDARD ERROR	23.2	14.6	15.2	15.7	18.8	29.0	41.3	*	*	33.7	28.9	45.9	27.4	23.5
% WITH CAPABILITY	22.8	59.2	50.2	48.4	32.2	11.6	8.0	1.8	1.3	7.6	10.8	2.0	11.2	21.4
WASHINGTON														
ESTIMATED POPULATION	2620	3888	3792	3398	1800	428	733	11	38	370	442	29	167	1870
% STANDARD ERROR	13.0	10.5	10.7	11.1	15.7	29.2	24.2	*	*	32.7	30.7	*	40.5	14.0
% WITH CAPABILITY	34.4	48.4	49.7	44.8	21.0	5.8	9.8	0.1	0.5	4.9	5.8	0.4	2.2	24.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1984

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTNGT COMPTR	WEATHER RADAR	NO NAVEQ
WEST VIRGINIA														
ESTIMATED POPULATION	209	572	578	982	353	149	189	13	11	98	128	17	101	241
% STANDARD ERROR	44.1	28.4	28.4	26.7	32.4	45.9	*	*	*	*	*	*	*	38.4
% WITH CAPABILITY	20.5	56.1	56.6	55.1	34.7	14.6	18.6	1.3	1.0	9.7	12.6	1.7	9.9	23.6
WISCONSIN														
ESTIMATED POPULATION	1778	2154	2412	2082	1143	478	173	107	41	493	304	48	341	1106
% STANDARD ERROR	15.9	14.0	13.5	14.1	18.4	27.3	45.7	47.3	*	27.0	29.8	*	27.4	17.7
% WITH CAPABILITY	35.4	42.9	48.1	41.1	22.8	9.5	3.4	2.1	0.8	9.8	6.1	1.0	6.8	22.0
WYOMING														
ESTIMATED POPULATION	532	885	958	854	695	233	84	3	0	140	104	83	82	271
% STANDARD ERROR	29.6	22.1	21.6	22.4	25.9	40.2	*	*	0.0	41.8	*	*	*	38.4
% WITH CAPABILITY	33.2	55.3	59.7	53.4	43.4	14.6	4.0	0.2	0.0	8.8	6.5	3.3	3.9	16.9
PUERTO RICO														
ESTIMATED POPULATION	285	228	280	315	128	17	0	1	0	21	21	3	81	20
% STANDARD ERROR	38.9	40.2	35.4	35.7	48.0	*	0.0	*	0.0	*	*	*	*	*
% WITH CAPABILITY	62.8	50.3	61.9	69.6	27.7	3.9	0.0	0.3	0.0	4.7	4.6	0.7	13.4	4.4
OTHER U.S. TERRITORIES														
ESTIMATED POPULATION	17	83	88	77	29	11	0	0	0	13	5	0	11	7
% STANDARD ERROR	*	*	*	*	*	*	0.0	0.0	0.0	*	*	0.0	*	*
% WITH CAPABILITY	19.2	72.6	78.5	89.0	33.0	12.5	0.0	0.0	0.0	15.5	5.4	0.0	12.2	8.2
FOREIGN														
ESTIMATED POPULATION	430	1010	1180	1321	1026	151	193	178	94	272	319	112	305	270
% STANDARD ERROR	31.0	18.4	17.3	16.6	19.5	45.3	44.0	36.3	45.1	25.1	25.7	29.5	22.6	40.2
% WITH CAPABILITY	24.9	58.5	67.2	76.5	59.4	8.7	11.2	10.2	5.4	15.8	18.5	6.5	17.7	15.8
TOTAL														
ESTIMATED POPULATION	82552	137088	143436	135093	87913	31244	18908	3978	1903	21308	25097	5998	24859	58117
% STANDARD ERROR	1.8	1.0	0.7	0.8	1.3	2.7	4.3	5.9	11.0	2.7	2.5	6.7	2.2	1.4
% WITH CAPABILITY	30.9	51.3	53.6	50.5	32.9	11.7	7.1	1.5	0.7	8.0	9.4	2.2	9.2	21.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1984

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	4799	3738	2829	651	3422	1080	5027	2904	2523	2234	186	5416
% STANDARD ERROR	8.2	9.5	10.6	24.0	9.7	18.1	7.9	10.1	11.2	11.7	38.1	7.8
% WITH CAPABILITY	56.8	44.2	33.5	7.7	40.5	12.6	59.5	34.4	29.9	26.4	2.0	64.1
CENTRAL												
ESTIMATED POPULATION	5954	6841	7288	2975	9506	4082	5565	7898	7584	6806	8	9340
% STANDARD ERROR	8.5	7.9	7.7	10.4	6.7	10.0	8.0	7.4	7.5	7.9	*	7.3
% WITH CAPABILITY	39.5	45.4	48.3	19.7	63.1	27.0	36.9	52.4	50.3	45.2	0.1	45.4
EASTERN												
ESTIMATED POPULATION	11584	12803	13917	4703	17732	9848	9744	15591	14081	12931	350	11370
% STANDARD ERROR	6.0	5.5	5.3	8.4	4.7	6.3	6.0	5.0	5.2	5.5	35.1	5.6
% WITH CAPABILITY	42.2	46.6	50.7	17.1	64.5	35.1	35.5	56.7	51.2	47.1	1.3	41.4
EUROPEAN OFFICE												
ESTIMATED POPULATION	125	446	441	38	423	403	167	426	423	429	0	180
% STANDARD ERROR	*	30.1	30.9	*	30.9	31.3	*	30.8	30.9	30.6	0.0	*
% WITH CAPABILITY	21.3	75.7	74.8	6.5	71.7	68.4	28.3	72.3	71.8	72.8	0.0	27.2
GREAT LAKES												
ESTIMATED POPULATION	18838	21337	22014	8544	20814	12365	18830	23447	21330	19088	287	20872
% STANDARD ERROR	4.6	4.3	4.2	6.0	3.8	5.5	4.2	4.0	4.2	4.5	37.4	4.0
% WITH CAPABILITY	41.7	47.2	48.7	18.9	58.8	27.3	41.2	51.8	47.1	42.1	0.6	46.1
NEW ENGLAND												
ESTIMATED POPULATION	3945	4575	4509	1498	5804	3314	3813	5138	4648	4048	49	4030
% STANDARD ERROR	10.4	9.4	9.7	15.0	8.5	11.2	10.2	9.0	9.5	10.2	*	9.6
% WITH CAPABILITY	41.9	48.6	47.9	15.9	61.6	35.2	38.4	54.6	49.3	43.0	0.5	42.8
NORTHWEST MOUNTAIN												
ESTIMATED POPULATION	11615	13155	12270	4165	16578	7716	10488	13075	12181	11405	170	13394
% STANDARD ERROR	5.9	5.5	5.7	9.2	4.9	7.1	5.9	5.5	5.7	5.9	*	5.3
% WITH CAPABILITY	42.9	48.6	45.3	15.4	61.3	28.5	38.7	48.3	45.0	42.1	0.6	49.5
SOUTHERN												
ESTIMATED POPULATION	14955	19985	20535	5406	26116	13959	11770	22929	20944	19273	323	14477
% STANDARD ERROR	5.3	4.3	4.2	7.9	3.8	5.0	5.6	4.0	4.2	4.3	36.3	5.1
% WITH CAPABILITY	39.5	52.8	54.2	14.3	68.9	36.8	31.1	60.5	55.3	50.9	0.9	38.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1984

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTHWESTERN												
ESTIMATED POPULATION	14734	19802	20228	6998	23881	14217	13888	21743	20175	12902	312	18241
% STANDARD ERROR	5.3	4.3	4.3	7.0	3.7	5.0	5.2	4.1	4.2	4.3	38.7	4.2
% WITH CAPABILITY	38.1	51.3	52.4	17.0	87.2	36.8	32.8	56.3	52.2	48.9	0.8	42.0
WESTERN-PACIFIC												
ESTIMATED POPULATION	17834	22485	22413	6339	31045	10084	13024	25220	22716	21158	220	18188
% STANDARD ERROR	4.8	4.1	4.0	7.1	3.4	4.8	4.9	3.8	4.0	4.2	38.9	4.1
% WITH CAPABILITY	40.7	51.0	50.9	14.4	70.4	38.5	29.6	57.2	51.5	48.0	0.7	41.2
TOTAL												
ESTIMATED POPULATION	108908	131474	132424	43403	171173	88783	96232	149088	132834	121814	2065	117880
% STANDARD ERROR	1.4	1.1	0.8	1.9	0.8	1.4	1.1	0.8	0.8	1.0	14.0	1.0
% WITH CAPABILITY	41.1	49.2	48.5	16.2	84.0	33.4	36.0	54.3	49.6	46.5	0.8	44.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUBDATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

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TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1984

REGION	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
ALASKAN														
ESTIMATED POPULATION	3737	3498	2691	4381	1498	533	866	156	153	472	286	164	283	1302
% STANDARD ERROR	9.6	9.6	11.0	8.3	13.7	21.7	19.6	41.0	41.5	23.8	29.6	39.6	29.7	16.3
% WITH CAPABILITY	44.2	41.4	31.9	51.9	17.7	6.3	10.2	1.8	1.8	5.6	3.4	1.9	3.4	15.4
CENTRAL														
ESTIMATED POPULATION	4508	7241	8000	7853	4774	1916	846	183	69	1190	1376	180	1381	3759
% STANDARD ERROR	9.9	7.7	7.4	7.5	9.3	14.0	25.2	30.0	*	16.1	15.4	39.5	15.8	9.3
% WITH CAPABILITY	29.9	48.0	53.1	50.8	31.7	12.7	4.3	1.2	0.5	7.9	9.1	1.2	9.0	24.9
EASTERN														
ESTIMATED POPULATION	8580	14142	15283	13802	8897	3398	2083	583	445	2324	2810	908	2845	5822
% STANDARD ERROR	7.1	5.3	5.0	5.3	6.4	9.9	14.2	18.5	20.2	10.6	9.8	18.4	9.6	7.5
% WITH CAPABILITY	31.2	51.5	55.6	50.2	32.4	12.4	7.6	2.0	1.6	8.5	10.2	3.3	9.6	20.5
EUROPEAN OFFICE														
ESTIMATED POPULATION	123	412	469	484	403	24	61	56	93	158	172	37	142	101
% STANDARD ERROR	*	30.8	28.6	28.5	31.3	*	*	*	45.6	34.6	39.0	47.1	33.4	*
% WITH CAPABILITY	20.8	69.9	79.6	82.2	68.4	4.0	10.4	9.6	15.7	26.5	29.1	6.2	24.1	17.2
GREAT LAKES														
ESTIMATED POPULATION	14098	22618	23581	21178	13318	5068	2543	686	240	3308	3497	676	4110	10211
% STANDARD ERROR	5.4	4.2	4.0	4.2	5.3	8.3	12.6	17.6	32.6	9.2	8.9	20.8	8.2	5.4
% WITH CAPABILITY	31.2	50.0	52.1	46.8	29.4	11.2	5.6	1.5	0.5	7.3	7.7	1.5	9.1	22.6
NEW ENGLAND														
ESTIMATED POPULATION	2914	4842	4741	4821	2478	807	797	53	58	843	715	127	866	1931
% STANDARD ERROR	12.4	9.3	9.4	9.5	12.3	21.5	21.4	*	46.3	23.4	20.9	49.9	20.9	12.9
% WITH CAPABILITY	30.9	51.4	50.3	49.1	26.3	8.6	8.5	0.6	0.6	6.8	7.6	1.4	7.1	20.5
NORTHWEST MOUNTAIN														
ESTIMATED POPULATION	9416	12785	13301	13012	7878	2433	2109	237	111	1650	1774	560	1206	5898
% STANDARD ERROR	6.7	5.6	5.5	5.5	7.1	12.5	13.6	33.0	*	14.0	13.4	23.6	15.2	7.5
% WITH CAPABILITY	34.8	47.2	49.1	48.1	29.1	9.0	7.8	0.9	0.4	6.1	6.6	2.1	4.5	21.8
SOUTHERN														
ESTIMATED POPULATION	11380	21495	22798	21304	14572	4957	3344	381	140	3942	4393	857	5262	6839
% STANDARD ERROR	6.1	4.2	4.0	4.1	4.8	8.1	10.6	22.0	46.7	8.2	7.9	18.8	7.0	7.0
% WITH CAPABILITY	30.0	56.7	60.2	56.2	38.5	13.1	8.8	1.0	0.4	10.4	11.6	2.3	13.9	18.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1984

REGION	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
SOUTHWESTERN														
ESTIMATED POPULATION	10550	20809	21778	22235	15851	8958	2830	1020	235	4308	5898	917	5730	7999
% STANDARD ERROR	6.3	4.2	4.1	4.0	4.7	7.1	11.2	13.3	28.8	7.6	7.4	15.8	7.1	6.2
% WITH CAPABILITY	27.3	53.9	56.4	57.5	40.5	18.0	7.3	2.6	0.6	11.2	14.7	2.4	14.8	20.7
WESTERN-PACIFIC														
ESTIMATED POPULATION	13103	23295	23982	19998	14708	3553	2437	527	248	2855	3267	1283	2434	8771
% STANDARD ERROR	5.5	4.0	3.9	4.3	5.0	9.8	13.3	24.4	33.0	10.3	9.5	18.7	10.5	5.8
% WITH CAPABILITY	29.7	52.9	54.4	45.4	33.4	8.1	5.5	1.2	0.6	6.0	7.4	2.9	5.5	19.9
TOTAL														
ESTIMATED POPULATION	82552	137088	143436	135093	87913	31244	18906	3976	1903	21309	25097	5968	24659	58117
% STANDARD ERROR	1.8	1.0	0.7	0.8	1.3	2.7	4.3	5.9	11.0	2.7	2.5	6.7	2.2	1.4
% WITH CAPABILITY	30.9	51.3	53.8	50.5	32.9	11.7	7.1	1.5	0.7	8.0	9.4	2.2	9.2	21.0

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NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1984

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	3103	14859	14258	215	16123	14192	550	15570	15344	15170	312	1045
% STANDARD ERROR	9.9	3.6	3.8	39.4	3.5	3.7	22.7	3.5	3.5	3.5	26.9	16.2
% WITH CAPABILITY	18.6	89.1	85.5	1.3	96.7	85.1	3.3	93.4	92.0	91.0	1.9	6.3
BUSINESS												
ESTIMATED POPULATION	17215	33421	38859	582	43131	29875	4031	39917	39461	38737	485	8329
% STANDARD ERROR	4.6	3.0	2.8	24.8	2.5	3.1	9.3	2.8	2.7	2.8	29.7	7.5
% WITH CAPABILITY	36.5	70.9	77.7	1.2	91.5	63.3	8.5	84.6	83.7	77.9	1.0	13.4
PERSONAL												
ESTIMATED POPULATION	58452	45497	50198	11880	68083	21843	39578	52789	48915	40722	812	50180
% STANDARD ERROR	2.2	2.7	2.4	4.3	2.0	4.1	2.2	2.3	2.5	2.8	24.4	2.0
% WITH CAPABILITY	53.4	43.1	47.5	11.2	82.5	20.5	37.5	50.0	44.4	38.5	0.8	47.5
INSTRUCTIONAL												
ESTIMATED POPULATION	6729	8893	5591	786	11473	2735	3835	9089	5461	5030	186	7126
% STANDARD ERROR	8.3	7.1	9.4	19.2	6.1	13.3	10.8	7.5	9.4	9.7	45.3	7.7
% WITH CAPABILITY	44.0	58.8	36.5	5.1	74.9	17.9	25.1	52.9	35.7	32.9	1.1	46.5
AERIAL APPLICATION												
ESTIMATED POPULATION	684	1109	887	5851	691	255	6886	519	448	445	40	6863
% STANDARD ERROR	21.5	18.1	21.4	3.9	20.8	37.0	3.2	23.0	23.5	23.5	*	3.2
% WITH CAPABILITY	9.3	15.0	9.3	78.5	9.3	3.5	90.7	7.0	6.1	6.0	0.5	92.9
AERIAL OBSERVATION												
ESTIMATED POPULATION	2317	2700	2522	315	3287	1592	1854	2687	2070	1884	18	2435
% STANDARD ERROR	13.5	12.2	12.9	34.9	11.0	15.8	14.7	12.3	14.3	15.1	*	12.7
% WITH CAPABILITY	45.0	52.4	49.0	6.1	64.0	30.9	36.0	52.4	40.2	36.6	0.3	47.3
OTHER WORK USE												
ESTIMATED POPULATION	587	505	287	289	536	144	808	286	252	179	1	1036
% STANDARD ERROR	25.0	22.5	34.2	30.8	25.4	34.8	18.2	34.4	38.3	47.0	*	16.7
% WITH CAPABILITY	42.2	37.8	21.4	21.5	40.0	10.7	60.0	21.3	18.8	13.3	0.1	77.2
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	388	1002	991	0	1207	818	30	1185	1138	1182	3	42
% STANDARD ERROR	25.5	13.3	13.0	0.0	12.4	14.0	*	12.3	12.3	12.4	*	*
% WITH CAPABILITY	31.2	81.1	80.2	0.0	97.6	66.0	2.4	96.6	92.1	95.7	0.2	3.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1984

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	NLS	NO ILS
AIR TAXI												
ESTIMATED POPULATION	1901	5869	4745	69	6471	4513	735	5557	5360	5200	35	1813
% STANDARD ERROR	14.0	7.4	8.5	*	7.1	8.7	19.0	7.8	7.9	8.0	*	12.3
% WITH CAPABILITY	26.4	81.4	65.8	1.0	89.8	62.6	10.2	77.1	74.4	72.2	0.5	22.4
OTHER												
ESTIMATED POPULATION	1424	2569	1837	803	2608	1845	2124	1885	1710	1688	8	2825
% STANDARD ERROR	16.1	10.8	12.7	20.1	10.8	13.1	12.8	12.8	13.4	13.4	*	10.8
% WITH CAPABILITY	30.1	54.3	38.8	17.0	55.1	39.0	44.9	39.8	36.1	35.7	0.2	59.7
RENTAL												
ESTIMATED POPULATION	2740	6102	5584	697	8044	4541	1115	6789	6178	5929	15	2200
% STANDARD ERROR	12.9	8.8	9.1	23.6	7.6	10.1	17.9	8.3	8.6	8.7	*	13.9
% WITH CAPABILITY	29.9	66.6	60.8	7.6	87.8	49.6	12.2	74.1	67.5	64.7	0.2	24.0
INACTIVE												
ESTIMATED POPULATION	15719	7184	7842	24222	9872	3208	38384	8833	7237	6549	185	38800
% STANDARD ERROR	3.9	7.0	5.8	2.4	4.7	9.6	1.3	5.0	5.8	6.1	*	1.2
% WITH CAPABILITY	34.0	15.5	16.5	52.4	21.4	6.9	78.6	19.1	15.7	14.2	0.4	79.6
TOTAL												
ESTIMATED POPULATION	109906	131474	132424	43403	171173	88753	98252	145095	132834	121814	2085	117850
% STANDARD ERROR	1.4	1.1	0.9	1.9	0.6	1.4	1.1	0.8	0.8	1.0	14.0	1.0
% WITH CAPABILITY	41.1	49.2	49.5	16.2	64.0	32.4	36.0	54.3	49.6	45.5	0.8	44.0

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TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1984

PRIMARY USE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
EXECUTIVE														
ESTIMATED POPULATION	2280	14502	15525	15922	14864	8939	1724	2607	866	9435	10277	2057	10929	294
% STANDARD ERROR	12.0	3.6	3.5	3.4	3.5	4.5	12.3	6.2	12.7	3.6	3.6	10.3	3.5	34.1
% WITH CAPABILITY	13.6	87.0	93.1	95.5	89.2	53.6	10.3	15.6	5.2	56.6	61.6	12.3	65.6	1.8
BUSINESS														
ESTIMATED POPULATION	13345	35166	40575	40514	31237	12204	5931	257	135	5278	8112	1942	7293	831
% STANDARD ERROR	5.4	2.9	2.6	2.6	3.0	5.3	8.0	30.4	49.4	7.4	6.3	12.9	8.5	18.0
% WITH CAPABILITY	28.3	74.8	86.0	85.9	66.2	25.9	12.6	0.5	0.3	11.2	17.2	4.1	15.5	1.8
PERSONAL														
ESTIMATED POPULATION	42314	50959	54438	48293	22378	4183	8749	259	296	2058	2079	787	1248	17581
% STANDARD ERROR	2.7	2.5	2.2	2.6	4.0	9.9	7.8	39.6	39.1	13.7	13.5	24.1	15.9	3.2
% WITH CAPABILITY	40.1	48.2	51.5	43.8	21.2	4.0	6.4	0.2	0.3	1.9	2.0	0.7	1.2	16.6
INSTRUCTIONAL														
ESTIMATED POPULATION	5838	8462	5897	5944	2123	813	624	109	111	243	355	111	129	1515
% STANDARD ERROR	9.0	7.3	9.1	9.0	14.2	24.1	24.0	43.9	43.4	34.4	28.9	43.4	40.2	14.4
% WITH CAPABILITY	38.1	55.3	38.5	38.8	13.9	4.0	4.1	0.7	0.7	1.6	2.3	0.7	0.8	9.9
AERIAL APPLICATION														
ESTIMATED POPULATION	297	518	447	539	179	72	234	150	38	78	40	39	42	6481
% STANDARD ERROR	32.0	23.2	23.5	25.6	43.0	*	39.3	48.6	*	*	*	*	*	2.8
% WITH CAPABILITY	4.0	7.0	6.1	7.3	2.4	1.0	3.2	2.0	0.5	1.0	0.5	0.5	0.6	87.7
AERIAL OBSERVATION														
ESTIMATED POPULATION	1990	2220	2301	2568	1015	322	563	18	83	224	76	52	50	958
% STANDARD ERROR	15.3	13.6	13.8	12.5	18.9	30.8	24.5	*	*	37.7	*	*	46.0	18.0
% WITH CAPABILITY	38.6	43.1	44.7	49.9	19.7	6.2	10.9	0.3	1.2	4.4	1.5	1.0	1.0	18.6
OTHER WORK USE														
ESTIMATED POPULATION	366	284	209	357	104	54	7	3	30	79	47	6	49	804
% STANDARD ERROR	32.3	31.6	41.0	28.5	43.4	*	*	*	*	49.3	*	*	*	21.5
% WITH CAPABILITY	27.3	21.1	15.6	26.6	7.7	4.0	0.5	0.2	2.2	5.9	3.5	0.4	3.6	45.0
COMMUTER AIR CARRIER														
ESTIMATED POPULATION	329	1072	1158	1133	1102	275	8	28	0	323	348	143	892	4
% STANDARD ERROR	26.9	13.3	12.6	12.7	13.0	31.2	*	0.0	0.0	23.0	25.2	34.5	16.4	*
% WITH CAPABILITY	26.6	86.7	93.7	91.6	89.1	22.2	0.6	2.3	0.0	26.1	28.2	11.6	55.9	0.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1984

PRIMARY USE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV. EQUIP.			OTHER NAVIGATION EQUIPMENT				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	FLIGHT DIRECT	FLTMGT COMPTR	WEATHER RADAR	NO NAVEQ
AIR TAXI														
ESTIMATED POPULATION	1342	5387	5417	5982	4855	1981	1081	155	33	1498	1580	416	2078	275
% STANDARD ERROR	15.1	8.0	7.9	7.4	8.4	13.1	18.0	39.6	*	13.6	12.5	25.9	10.9	23.6
% WITH CAPABILITY	18.8	74.7	75.2	83.0	64.6	27.5	15.0	2.1	0.5	20.8	21.8	5.8	28.8	3.8
OTHER														
ESTIMATED POPULATION	854	2180	1583	1894	1678	639	502	199	225	749	372	82	497	1833
% STANDARD ERROR	23.1	12.0	13.5	13.4	13.3	22.3	25.7	35.0	28.6	18.0	16.1	40.8	18.6	13.3
% WITH CAPABILITY	13.8	46.1	33.5	35.8	35.4	13.5	10.6	4.2	4.7	15.8	14.2	1.7	10.5	38.7
RENTAL														
ESTIMATED POPULATION	2815	8182	8388	5853	3438	850	468	1	0	257	508	20	459	856
% STANDARD ERROR	13.9	8.7	8.5	8.8	11.2	23.3	31.1	*	0.0	37.7	26.2	*	28.4	19.0
% WITH CAPABILITY	28.5	67.3	69.5	63.9	37.5	9.3	5.1	0.0	0.0	2.6	5.5	0.2	5.0	7.2
INACTIVE														
ESTIMATED POPULATION	10586	8350	8800	7235	4075	652	538	211	115	906	780	230	1054	26832
% STANDARD ERROR	5.2	5.9	5.1	5.9	7.9	19.9	27.3	22.7	*	11.0	14.5	27.8	11.6	2.0
% WITH CAPABILITY	22.9	18.7	18.6	15.6	8.8	1.4	1.2	0.5	0.2	2.0	1.7	0.5	2.3	58.0
TOTAL														
ESTIMATED POPULATION	82552	137088	143438	135093	87913	31244	18908	3976	1903	21309	25097	5968	24859	58117
% STANDARD ERROR	1.8	1.0	0.7	0.8	1.3	2.7	4.3	5.9	11.0	2.7	2.5	6.7	2.2	1.4
% WITH CAPABILITY	30.9	51.3	53.8	50.5	32.9	11.7	7.1	1.5	0.7	8.0	9.4	2.2	9.2	21.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
OTHER 1	4883.6	552.0	11.3
OTHER 2	2339.1	268.4	11.5
OTHER 3	430.2	158.1	36.7
OTHER 4	623.1	678.1	108.8
OTHER 5	2384.1	540.1	22.7
OTHER 6	566.8	159.1	28.1
OTHER 7	499.5	354.9	71.0
OTHER 8	76.0	79.9	105.1
OTHER 9	1132.4	367.6	32.5
OTHER 10	1122.9	573.4	51.1
OTHER 11	588.3	248.2	42.2
OTHER 12	1729.3	1261.0	72.9
OTHER 13	543.5	124.1	22.8
ADAMS A50S	14.4	2.3	16.1
AERORSJ2	10.6	2.1	20.1
AEROSPSA316	1098.7	310.2	28.2
AGUSTA A109	14.6	14.5	99.7
AIR&SPACE 18	3.5	1.4	39.0
AIRPTSA	595.6	71.6	12.0
AIRTRCAT300	805.4	108.2	13.4
AIRTRCAT400	56.9	8.5	15.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
AMD FALC10	400.5	52.4	13.1
AMD FALC20	1267.6	113.0	8.9
AMD FALC50	109.4	9.9	9.1
ARCTICS1A	609.4	221.3	36.3
ARCTICS1B1	27.5	7.1	25.8
ARONCA15	373.2	45.2	12.1
ARONCA58	295.9	33.6	11.4
ARONCA65	447.6	105.6	23.6
ARONCAC3	62.9	11.4	18.1
AVIANMFALCON	2.9	0.9	30.7
AVIANMSKYHMK	5.0	1.2	24.8
AYRES S2	3073.2	422.4	13.7
BAC 111	307.5	50.2	16.3
BAG B206	79.9	7.9	9.9
BAG DH125	160.0	18.5	11.6
BALMKSFIREFY	209.6	41.7	19.9
BBAVIA11	1419.8	177.2	12.5
BBAVIA7	14857.8	4938.6	33.2
BBAVIA8	185.3	29.8	16.1
BEECH 100	908.5	129.7	14.3
BEECH 17	331.9	67.7	20.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
BEECH 18	7437.8	2384.6	32.1
BEECH 200	1523.9	157.4	10.3
BEECH 23	5529.9	320.8	5.8
BEECH 300	2.2	0.6	25.9
BEECH 33	4478.8	314.9	7.0
BEECH 35	21289.2	1683.1	7.8
BEECH 36	3286.9	494.9	15.1
BEECH 45	1567.7	109.7	7.0
BEECH 50	1502.0	176.2	11.7
BEECH 55	5358.5	380.2	7.1
BEECH 56	154.1	10.3	6.7
BEECH 58	2149.7	279.1	13.0
BEECH 60	634.5	105.0	16.5
BEECH 65	729.1	118.5	16.2
BEECH 76	341.2	210.3	61.7
BEECH 77	291.3	27.8	9.5
BEECH 80	751.0	149.1	19.8
BEECH 90	3944.8	469.6	11.9
BEECH 95	1447.0	178.7	12.3
BEECH 99	1437.5	269.1	18.8
BELL 47	8933.1	1425.6	16.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
BELL 204	220.1	77.8	35.4
BELL 205	118.4	22.4	19.0
BELL 206	6781.0	934.2	13.8
BELL 212	912.9	278.4	30.5
BELL 222	59.9	11.2	18.7
BELL 412	76.0	11.9	15.6
BLANCA11	127.3	16.9	13.3
BLANCA1413	351.6	40.5	11.5
BLANCA1419	582.0	55.5	9.5
BLANCA17	1539.3	202.9	13.2
BLANCA7	3845.9	522.0	13.6
BLANCA8	318.6	27.8	8.8
BNORM BN2	798.7	66.1	8.3
BOEING707	2831.7	272.7	9.6
BOEING720	7.7	0.0	0.0
BOEING727	2008.0	907.1	45.2
BOEING737	83.9	0.0	0.0
BOEING75	7314.5	727.1	9.9
BOLKMS117	5.8	2.2	39.0
BRANTLY B2	208.5	25.4	12.2
BRASOVIS28	37.4	14.0	37.5

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
BRWSTRFLEET2	78.1	7.2	9.3
BRWSTRFLEET7	104.1	14.5	13.9
BUKER 131	33.4	4.3	12.8
CAMRONMODEL0	22.4	3.8	16.9
CESSNA120	2294.0	287.8	12.5
CESSNA140	6426.4	449.9	7.0
CESSNA150	53851.3	2406.7	4.5
CESSNA170	7641.4	576.4	7.5
CESSNA172	53575.4	1996.7	3.7
CESSNA175	2956.0	213.1	7.2
CESSNA177	4904.3	236.6	4.8
CESSNA180	7304.8	331.2	4.5
CESSNA182	27417.3	1173.2	4.3
CESSNA185	2836.1	163.9	5.8
CESSNA188	3343.1	212.3	6.4
CESSNA190	183.0	17.9	9.8
CESSNA195	1672.8	133.8	8.0
CESSNA205	611.1	70.8	11.6
CESSNA208	5615.1	510.9	9.1
CESSNA207	1355.6	158.5	11.7
CESSNA210	9319.3	713.4	7.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
CESSNA303	83.0	14.6	17.6
CESSNA305	1204.2	178.9	14.9
CESSNA310	10634.5	529.0	5.0
CESSNA320	1132.5	77.4	6.8
CESSNA335	46.3	13.0	28.1
CESSNA336	140.1	32.0	22.8
CESSNA337	2539.2	237.8	9.4
CESSNA340	1442.4	203.0	14.1
CESSNA401	833.6	110.5	13.3
CESSNA402	2387.1	539.1	22.8
CESSNA404	536.6	160.9	30.0
CFSSNA411	611.8	73.3	12.0
CESSNA414	1646.0	188.5	11.5
CESSNA421	2721.9	283.9	10.4
CESSNA425	130.1	20.2	15.5
CESSNA441	349.4	45.1	12.9
CESSNA500	1408.7	154.6	11.0
CESSNA501	65.6	11.4	17.3
CESSNA650	18.8	3.5	18.7
CESSNAT50	242.0	70.8	29.3
CESSNAUC94	88.9	9.7	10.9

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
CHILD S1	25.2	3.9	15.4
CHILD S2	93.0	14.6	15.7
CNDAIRCL600	59.5	7.7	12.9
CONWTH185	238.2	203.9	88.3
CONAERLA4	349.8	62.2	17.8
CURTISC46	890.0	0.0	0.0
CURTISJR	25.2	6.1	24.3
CURTISROBIN	73.8	19.1	25.9
CURTISTRVAIR	293.1	94.6	32.3
CVAC 22	1330.0	0.0	0.0
CVAC 240	444.7	217.9	49.0
CVAC 440	229.5	0.0	0.0
CVAC BT13	188.3	58.4	31.3
CVAC L13	32.9	14.1	42.9
CVAC STC580	637.8	110.9	17.4
DART G	23.4	1.4	6.0
DHAV DHC1	388.5	41.8	11.3
DHAV DHC2	2217.4	361.8	16.3
DHAV DHC3	120.7	22.6	18.7
DHAV DHC8	1091.3	190.9	17.5
DHAVXXDH82	269.1	34.4	12.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
DOUG A26	98.2	20.7	21.5
DOUG DC10	319.8	0.0	0.0
DOUG DC3	12875.1	3233.3	25.5
DOUG DC4	1148.3	166.0	14.5
DOUG DC6	3273.3	446.6	13.6
DOUG DC7	542.7	161.6	29.8
DOUG DC8	3863.6	0.0	0.0
DOUG DC9	895.1	341.1	38.1
EAGLE DW	47.4	11.4	24.0
EAGLEBC7	6.8	1.0	15.0
EIRVON20	53.2	14.0	26.3
EMAIR MA1	72.5	23.8	32.8
EMB 110	256.7	87.5	34.1
ENSTRM280	149.3	30.8	20.6
ENSTRMF28	493.5	149.1	30.2
FLEET 16B	24.5	5.6	22.9
FRCHLD24	493.6	49.8	10.1
FRCHLDC119	264.6	0.0	0.0
FRCHLDF27	393.7	37.4	9.5
FRCHLDFH1100	158.9	43.5	27.4
FRCHLDM62	579.9	98.5	17.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
GENBALAX8	16.8	4.9	29.4
GLASFL201	31.0	4.8	15.6
GLASFLH301	148.6	21.2	14.2
GROB 103CAT	17.6	3.5	19.9
GROB 108	8.6	1.0	11.9
GROB ASTIR	32.1	6.9	21.7
GRTLKS2T1	91.6	19.7	21.5
GRUMAVAA1	932.9	55.0	5.9
GRUMAVAA5	1485.6	193.0	13.0
GRUMAVG1159	144.7	35.4	24.5
GRUMAVG164	3977.7	328.3	8.3
GRUMAVG21	425.7	34.2	8.0
GRUMAVTDM	68.2	12.7	18.6
GULSTM112	561.7	63.2	11.2
GULSTM500	1872.9	261.7	14.0
GULSTM520	292.2	44.7	15.3
GULSTM560	657.8	108.0	16.4
GULSTM680	688.6	542.2	78.7
GULSTM680TP	639.8	112.0	17.5
GULSTM690TC	23.9	2.6	10.8
GULSTM690TP	860.1	129.0	15.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
GULSTMAA1	961.2	78.7	8.2
GULSTMAA5	986.7	107.4	10.9
GULSTMG1159	729.2	151.7	20.8
GULSTMG159	1676.6	150.0	8.9
GULSTMG44	250.2	78.1	31.2
GULSTMG73	310.8	35.7	11.5
GULSTMGA7	56.8	9.2	16.2
H-1	582.2	93.1	16.0
H13/HTL	217.8	41.2	18.9
H19/45	295.2	28.2	9.6
H23/HTE	1109.3	263.4	23.7
H34/55	279.2	22.2	7.9
HELIO H295	210.5	41.7	19.8
HELIO H391	50.8	15.2	30.0
HELIO H395	77.5	15.6	20.1
HILLERUH12	2475.9	576.6	23.3
HUGHES269	1754.3	437.4	24.9
HUGHES369	2070.4	262.8	12.7
HMKSLYDH104	189.0	77.1	40.8
HMKSLYDH125	594.4	133.2	22.4
INTRCP200	38.1	7.9	20.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
ISRAEL1121	479.4	63.0	13.1
ISRAEL1123	87.4	8.7	9.9
ISRAEL1124	203.9	56.9	27.9
JBMSTRDGA15	123.5	32.2	26.1
LAIKFN10	15.3	3.1	20.5
LEAR 23	407.2	64.4	15.8
LEAR 24	799.5	100.7	12.6
LEAR 25	568.4	166.0	29.2
LEAR 35	1162.5	223.2	19.2
LEAR 55	55.7	6.2	11.1
LET L13	169.0	26.2	15.5
LKHEED1011	498.7	0.0	0.0
LKHEED12A	188.7	7.8	4.1
LKHEED1329	679.9	61.2	9.0
LKHEED18	723.2	118.2	16.3
LKHEEDPV1	33.5	4.1	12.1
LUSCOM8	6292.6	671.3	10.7
MARTIN404	324.0	415.0	128.1
MAULE M4	264.6	26.1	9.9
MAULE M5	233.6	31.3	13.4
MAULE M8	19.1	1.8	9.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
MBB BO105	249.3	143.6	57.6
MCLISHFUNKB	211.1	48.7	23.1
MEYERSOTW	132.1	14.3	10.9
MNCOUP90	108.3	24.9	23.0
MNMITEM18	188.6	20.2	12.0
MODFD47	259.0	50.0	19.3
MODFDUH12	74.9	17.7	23.6
MOONEYM20	12286.3	622.7	5.1
MRCHTIS205	37.2	2.6	7.0
MTSBSIMU2	1135.2	149.6	13.2
MTSBSIMU300	30.9	9.7	31.5
MULTECD16	92.2	10.9	11.8
NAMER B25	309.9	39.4	12.7
NAMER F51	155.6	76.6	49.2
NAMER NA260	156.6	14.1	9.0
NAMER T6	2505.5	337.9	13.5
NATBAL752	1.2	0.1	10.7
NAVAL N3N	450.2	77.3	17.2
NAVIONNAVION	1829.4	114.8	6.3
NORD SV4	128.0	0.0	0.0
NORWST85	145.9	26.9	18.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
OTHEXMILPIST	93.2	0.0	0.0
PARTENP68	21.2	8.9	41.9
PICARDAX8	33.5	2.2	6.4
PILATS84	13.9	2.0	14.4
PIPER 600	325.3	39.5	12.1
PIPER E2	26.2	5.0	19.1
PIPER J2	41.3	7.9	19.1
PIPER J3	11505.2	768.8	6.7
PIPER J4	395.4	59.1	14.9
PIPER J5	973.9	109.4	11.2
PIPER PA12	3502.8	303.8	8.7
PIPER PA14	289.6	36.8	12.7
PIPER PA15	279.5	26.2	9.4
PIPER PA16	821.0	60.9	7.4
PIPER PA17	230.7	19.8	8.6
PIPER PA18	10388.9	2586.2	24.9
PIPER PA20	901.3	150.4	16.7
PIPER PA22	12051.4	715.9	5.9
PIPER PA23	11640.8	761.9	6.5
PIPER PA24	9407.1	482.3	5.1
PIPER PA25	4015.6	394.5	9.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
PIPER PA28	51340.6	2113.1	4.1
PIPER PA30	3815.3	218.8	5.7
PIPER PA31	5858.9	488.0	8.3
PIPER PA31T	1091.0	142.3	13.0
PIPER PA32	8006.0	599.8	7.5
PIPER PA34	3838.0	542.1	14.1
PIPER PA36	601.1	60.6	10.1
PIPER PA38	2833.9	174.8	6.6
PIPER PA42	73.2	14.6	19.9
PIPER PA44	326.4	24.1	7.4
PIPER PA46	12.4	1.4	11.2
PRATT PRG1	6.9	1.6	23.8
PROPJT200	107.7	6.9	6.4
RAVEN RX6	36.4	5.4	14.8
RAVEN S50	23.6	3.9	16.4
RAVEN S55	135.9	6.7	4.9
RAVEN S60	15.9	4.4	27.4
RAVEN S66	6.9	1.5	21.8
RKWELL500	96.0	15.1	15.7
RKWELL700	31.9	7.9	24.8
RKWELLNA265	1271.3	161.1	12.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
ROBSINR22	219.1	53.6	24.5
ROLSCHLS	45.1	8.7	19.2
RYAN ST3	360.2	52.7	14.6
RYAN STA	20.3	9.8	48.0
SCHLERASW15	30.9	2.2	7.0
SCHLERASW19	42.6	10.4	24.4
SCHLERASW20	52.4	13.9	26.5
SCHLERK8	28.5	3.3	11.5
SCHLERKA8	68.2	8.6	12.6
SCWZERG164	1212.4	72.1	5.9
SCWZERSG1	584.5	82.1	14.0
SCWZERSG2	1197.2	218.7	18.1
SEMCO CLNGER	3.7	0.9	24.1
SEMCO MODELT	5.3	0.6	10.9
SKRSKYS55	178.5	38.8	21.8
SKRSKYS58	127.3	88.9	88.3
SKRSKYS70	131.6	66.2	50.3
SLINDS100	478.2	49.0	10.3
SMITH 600	687.7	31.2	4.5
SNIAS AS350	164.8	44.8	27.2
SNIAS AS355	244.7	28.2	11.9

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
SNIAS SA318	153.5	8.2	5.4
SNIAS SA341	81.5	12.9	15.8
SOCATAMS894	29.8	3.1	10.5
SOCATARALLYE	14.9	5.0	33.3
SPHRTHCIRRUS	95.3	10.3	10.8
SPHRTHNIMBUS	40.1	7.2	18.0
SPHRTHVENTUS	11.8	1.2	10.4
STBROSSD3	321.0	5.9	1.8
STNSON10	361.9	51.2	14.1
STNSONL5	398.9	80.6	20.3
STNSONSR9	79.8	5.4	6.7
STNSONV77	80.4	17.5	21.8
STOLAMRC3	253.0	84.9	33.6
SUPAC LA	105.0	15.4	14.7
SUPAC V	24.5	1.9	7.6
SWRNGNSA228	784.2	118.5	15.1
SWRNGNSA227	67.4	12.4	18.4
SWRNGNSA28	535.9	39.0	7.3
TCRAFK21	2.5	0.7	28.1
TCRAFKD	379.9	66.6	17.5
TCRAFTA	32.9	3.0	9.2

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
TCRAFTBC	3085.1	338.7	11.0
TCRAFTBF	84.7	7.2	8.4
TCRAFTBL	477.9	106.8	22.3
TEMCO 11A	46.7	4.7	10.1
TH55	148.5	1.4	0.9
THUNDRAX7	4.0	1.4	34.2
TMPSONNAVION	1741.7	172.2	9.9
TOMCAT	103.8	23.4	22.5
TRYTEK85	554.6	91.7	16.5
TRYTEKK	50.0	7.8	15.6
UNIVACGC1	1127.4	73.4	6.5
UNIVAR108	4388.3	514.1	11.8
UNIVAR415	4079.6	194.5	4.8
VARGA 2150	143.7	34.3	23.9
VICKER745	347.3	0.0	0.0
WACO ASO	95.2	14.1	14.8
WACO GXE	25.1	3.7	14.7
WACO R	55.3	2.6	4.7
WACO U	29.5	4.5	15.3
WACO UPF7	698.8	99.5	14.2
WACO YK	107.4	8.2	7.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1984

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	STANDARD ERROR (%)
WSK M18	10.8	2.2	20.0
WTHRLY201	134.0	10.1	7.8
TOTAL AIRCRAFT	835482.2	9228.4	1.5

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1984

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSN 250C	2039	4.60	88.23	515	8.69
ALLSN 501D	110	5.81	98.55	585	15.98
AMTRMCMCCULH	100	54.45	22.52	29	40.63
ARSRCHTFE731	452	0.00	100.00	395	5.35
ARSRCHTPE331	524	7.00	80.20	325	8.47
CONT 6285	138	5.97	91.01	217	16.85
CONT 975	28	0.00	100.00	385	24.26
CONT A40	33	26.60	25.15	21	29.05
CONT A85	5201	4.97	53.28	54	8.77
CONT A75	1215	9.31	57.44	43	10.09
CONT A80	4	273.83	4.88	38	21.13
CONT C125	206	19.19	52.66	55	15.39
CONT C145	1744	7.39	76.95	60	11.71
CONT C85	3453	6.12	55.80	51	9.64
CONT C90	1972	5.96	76.63	49	13.21
CONT E185	1723	8.07	83.03	70	15.66
CONT E225	1011	11.51	67.18	77	20.44
CONT O200	13059	2.58	86.12	125	9.26
CONT O300	9017	2.51	89.16	81	9.49
CONT O348	298	5.98	93.91	59	16.64
CONT O360	3348	3.73	90.82	146	10.14
CONT O470	24277	1.29	89.23	122	4.00
CONT O520	29306	0.84	96.70	207	2.71
CONT R670	521	15.61	49.01	80	15.59
DHAVXXGIPSY	69	14.61	65.42	40	12.84
FCD 6440	179	19.09	51.88	36	24.79
FRNKLN4AC150	25	0.00	100.00	4	1.32
FRNKLN4AC178	10	118.27	5.17	27	18.19
FRNKLN4AC199	16	68.49	9.79	47	21.48
FRNKLN6A4150	579	16.71	58.54	38	29.51
FRNKLN6A4165	841	10.46	73.73	54	13.08
FRNKLN6A4200	22	0.00	100.00	100	0.00
FRNKLN6A6215	89	32.41	41.74	35	30.10
FRNKLN6AV335	106	14.48	90.62	89	10.88
FRNKLN6AV350	204	12.02	89.80	56	38.19
FRNKLN6V4	112	32.18	58.87	150	53.85
FRNKLN6V6245	4	122.31	20.00	35	0.00
FRNKLN6VS335	46	31.01	74.58	50	7.17
GE CF700	405	2.07	98.70	359	7.86
GE CJ610	726	6.66	79.81	312	10.93
GLADENK5	4	129.32	2.43	16	0.00
GLADENR5	128	17.07	68.63	43	22.87

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1984

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
JACOBPR755	363	8.79	85.15	95	16.50
JACOBSR755	143	27.26	38.74	35	21.75
JACOBSR915	6	197.51	7.87	116	22.66
LYC 0540	7697	2.23	90.99	133	6.39
LYC LTS101	132	8.48	97.28	351	6.11
LYC 0145	493	15.11	58.89	28	22.35
LYC 0235	10582	2.32	85.52	266	8.01
LYC 0290	2020	7.88	61.37	58	11.92
LYC 0320	36780	1.08	90.80	150	4.45
LYC 0340	125	7.98	91.19	62	10.73
LYC 0360	25502	1.17	91.83	147	5.60
LYC 0435	1037	10.47	66.93	194	16.63
LYC 0480	900	11.07	63.12	165	15.24
LYC 0540	13507	1.62	89.50	242	4.25
LYC 0541	1129	3.10	95.58	200	12.27
LYC 0720	256	6.90	96.86	195	23.87
LYC R680	298	18.68	45.25	54	12.37
LYC T53	19	44.22	45.45	127	22.11
MNASC0C4	16	30.41	73.68	18	16.96
ONAN B48	26090	2.06	71.57	254	3.45
PCKARDV1650	40	48.40	40.79	42	34.79
PWA JT12	404	5.64	88.12	267	10.56
PWA JT15	1061	1.32	99.49	288	7.47
PWA JT3D	60	60.16	18.18	238	5.96
PWA JT8	204	19.03	55.00	893	20.62
PWA PT6	2851	1.34	98.13	439	6.70
PWA R1340	1789	6.92	74.65	282	8.35
PWA R1830	455	10.99	87.77	279	33.08
PWA R2000	167	0.00	100.00	206	9.33
PWA R2800	513	13.45	66.82	385	16.25
PWA R985	1754	10.38	46.96	231	12.75
RROYCEDART	387	2.06	98.60	473	8.46
RROYCEGIPSY	9	50.44	14.29	51	42.46
RROYCEVIPER	92	0.00	100.00	453	13.36
ALL ENGINES	252555	0.42	83.51	175	1.34

NOTE: ENGINE MANUFACTURER/MODEL GROUPS FOR WHICH SEPARATE ESTIMATES ARE NOT AVAILABLE ARE NOT LISTED IN THE TABLE, BUT ARE INCLUDED IN THE "ALL ENGINES" ESTIMATES.

TABLE 2 - 21

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE
1984

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	10.05	86.28	3.6
1 ENG 4+ SEATS	11.26	167.97	4.1
TOTAL 1 ENG	10.82	254.25	5.5
2 ENG 1-6 SEATS	27.84	83.39	3.3
2 ENG 7+ SEATS	38.44	94.76	6.1
TOTAL 2 ENG	31.90	178.15	6.6
OTHER PISTON	207.74	21.25	6.4
TOTAL PISTON	15.54	453.65	8.5
TURBOPROP			
2 ENG 1-12 SEATS	79.40	136.19	7.2
2 ENG 13+ SEATS	130.35	96.05	10.4
TOTAL 2 ENG	94.71	232.24	11.5
OTHER TURBOPROP	120.89	6.57	2.0
TOTAL TURBOPROP	95.29	238.81	11.7
TURBOJET			
2 ENG	289.26	340.18	14.9
OTHER	646.26	92.97	21.6
TOTAL TURBOJET	307.80	433.15	19.8
TOTAL FIXED WING	34.00	1125.81	19.9
ROTORCRAFT			
PISTON	14.84	8.88	1.0
TURBINE	35.18	66.93	4.5
TOTAL ROTORCRAFT	30.29	75.58	4.5
OTHER	3.17	0.02	0.1
TOTAL AIRCRAFT	33.44	1201.22	20.3
TOTAL JET FUEL	127.02	738.89	23.5
TOTAL AVIATION GASOLINE	15.37	462.33	8.6

TABLE 2 - 22
GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1984

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	RENTAL	TOTAL
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	317	32251	220074	213474	144798	22778	12458	0	0	6738	89623	722505
1 ENG: 4+ SEATS	45996	488136	563876	130071	12195	53992	10214	9837	85838	9904	181781	1551840
1 ENGINE: TOTAL	46313	520387	783950	343545	156993	76768	22670	9837	85838	16640	231403	2274345
2 ENG: 1-6 SEATS	95305	188179	49215	6987	851	9002	0	21988	87537	3589	9581	432193
2 ENG: 7+ SEATS	104123	83628	8141	2055	4832	5187	645	72599	103595	2144	5783	378732
2 ENG: TOTAL	199428	237807	57357	9022	5684	14189	645	94585	171131	5733	15344	810924
PISTON OTHER	178	162	37	0	1736	11	68	415	11902	25	6973	21526
PISTON TOTAL	245919	758375	841344	352587	164413	90967	23384	104837	248871	22398	253720	3106795
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	213874	65930	2318	0	0	1691	774	8403	35038	4391	1861	334278
2 ENG: 13+ SEATS	24206	496	0	69	0	312	108	105849	2073	1221	10	134142
2 ENGINE: TOTAL	238080	66426	2318	69	0	2003	880	114051	37111	5611	1871	468420
TURBOPROP: OTHER	1166	447	0	0	4202	106	0	0	0	1246	62	7228
TURBOPROP: TOTAL	239246	66873	2318	69	4202	2110	880	114051	37111	6857	1933	475649

TABLE 2 - 22
GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1984

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	RENTAL	TOTAL
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	428685	32194	3709	18	0	0	0	32470	41622	6221	248	545147
TURBOJET: OTHER	40149	18929	178	83	0	0	0	15551	378	7171	1783	84200
TURBOJET: TOTAL	468815	51123	3887	79	0	0	0	48021	41999	13392	2032	629347
FIXED WING: TOTAL	953980	878371	847547	352716	168615	93077	24284	268909	327981	42648	257685	4211791
ROTORCRAFT:												
PISTON	811	1792	2026	8073	5840	7817	91	0	874	6342	179	33845
TURBINE	34303	4756	511	1085	8247	21291	3901	248	40348	21485	1806	137979
ROTORCRAFT: TOTAL	35114	6548	2537	9158	14087	29108	3991	248	41222	27828	1985	171825
OTHER	105	104	8317	1341	0	0	0	0	0	452	1208	9527
TOTAL	989199	883023	856401	363215	182702	122185	28255	267155	369203	70926	260878	4393142

TABLE 2-23

NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS

1984

		1	2	3	4	5	6	7	8	TOTALS
LOCALIZER	ESTIMATE	58	287	3674	10883	77	41	1105	605	16728
	% STD ERR	*	33.6	10.5	6.3	*	*	19.2	26.7	4.9
	ROW %	0.3	1.7	22.0	65.1	0.5	0.2	6.6	3.6	
	COLUMN %	0.1	1.7	9.0	13.5	10.8	2.5	6.8	0.9	6.3
LOCALIZER, MARKER BEACON	ESTIMATE	51	24	909	6900	39	56	897	1326	10202
	% STD ERR	*	*	22.1	8.0	*	*	22.8	18.3	6.5
	ROW %	0.5	0.2	8.9	67.8	0.4	0.5	8.8	13.0	
	COLUMN %	0.1	0.1	2.2	8.5	5.5	3.4	5.5	1.9	3.8
LOCALIZER, MARKER BEACON ,GLIDE SLOPE	ESTIMATE	285	190	2394	35228	222	543	11438	47498	97798
	% STD ERR	40.4	48.2	13.8	3.1	47.8	27.6	6.2	2.3	1.3
	ROW %	0.3	0.2	2.4	36.0	0.2	0.6	11.7	48.6	
	COLUMN %	0.7	1.2	5.9	43.6	31.2	33.3	70.3	69.7	38.6
LOCALIZER,MARKER BEACON, GLIDE SLOPE, RADAR ALTIMETER	ESTIMATE	38	23	205	1437	39	226	517	17881	20368
	% STD ERR	*	*	36.5	15.0	*	34.0	29.6	2.9	2.7
	ROW %	0.2	0.1	1.0	7.1	0.2	1.1	2.5	87.8	
	COLUMN %	0.1	0.1	0.5	1.8	5.5	13.8	3.2	26.2	7.6
LONG RANGE NAV (INCLUDES OMEGA, LORAN-C)	ESTIMATE	206	1292	1227	5779	0	183	2428	12223	23337
	% STD ERR	47.8	16.2	19.0	8.3	0.0	44.5	13.1	4.7	3.6
	ROW %	0.9	5.5	5.3	24.8	0.0	0.8	10.4	52.4	
	COLUMN %	0.5	7.9	3.0	7.2	0.0	11.2	14.9	17.9	8.7
RADAR ALTIMETER	ESTIMATE	47	166	212	1654	42	238	641	18310	21307
	% STD ERR	*	49.7	35.5	14.0	*	32.9	26.3	2.8	2.7
	ROW %	0.2	0.8	1.0	7.8	0.2	1.1	3.0	85.9	
	COLUMN %	0.1	1.0	0.5	2.0	5.9	14.5	3.9	26.9	8.0
MICROWAVE LANDING SYSTEM	ESTIMATE	121	18	39	601	25	4	163	1113	2084
	% STD ERR	*	*	*	28.2	*	*	*	18.2	13.9
	ROW %	5.8	0.9	1.9	28.8	1.2	0.2	7.8	53.4	
	COLUMN %	0.3	0.1	0.1	0.7	3.5	0.2	1.0	1.6	0.8
LOCALIZER, MARKER BEACON, GLIDE SLOPE, MICROWAVE LANDING SYSTEM	ESTIMATE	0	0	16	367	25	2	148	1105	1662
	% STD ERR	0.0	0.0	*	35.3	*	*	*	18.3	15.3
	ROW %	0.0	0.0	1.0	22.1	1.5	0.1	8.9	66.5	
	COLUMN %	0.0	0.0	0.0	0.5	3.5	0.1	0.9	1.8	0.6

TABLE 2-23

NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
LONG RANGE NAV, MICROWAVE LANDING SYSTEM	ESTIMATE	0	0	13	170	0	0	0	369	553
	% STD ERR	0.0	0.0	*	*	0.0	0.0	0.0	26.8	24.3
	ROW %	0.0	0.0	2.4	30.7	0.0	0.0	0.0	66.7	
	COLUMN %	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.5	0.2
NO REGULATORY AVIONICS	ESTIMATE	41971	14564	32762	24794	332	713	2066	804	117805
	% STD ERR	1.9	4.2	3.0	3.8	36.0	21.3	15.2	27.7	1.0
	ROW %	35.6	12.4	27.8	21.0	0.3	0.6	1.8	0.5	
	COLUMN %	98.3	88.6	80.4	30.7	46.6	43.7	12.7	0.9	44.1
ALL AIRCRAFT	ESTIMATE	42689	16431	40743	80802	712	1632	16280	88129	287428
	% STD ERR	1.9	4.0	2.7	1.7	25.2	14.6	5.1	1.6	
	ROW %	16.0	6.1	15.2	30.2	0.3	0.6	6.1	25.5	

HIERARCHICAL CAPABILITY GROUPS KEY

1 - NO REGULATORY AVIONICS
2 - TWO-WAY COMMUNICATIONS
3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: VOR, ADF OR RNAV
4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, VOR OR RNAV
5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
6 - TWO-WAY COMMUNICATIONS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR OR RNAV, DME

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROECEDURES.

TABLE 2-24

PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

1984

		1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE	ESTIMATE	173	205	358	1847	45	13	670	13781	17071
	% STD ERR	43.5	42.2	27.0	13.2	*	*	25.0	3.7	3.4
	ROW %	1.0	1.2	2.1	10.8	0.3	0.1	3.9	80.6	
	COLUMN %	0.4	1.2	0.9	2.3	6.3	0.8	4.1	20.2	6.4
BUSINESS	ESTIMATE	535	515	3346	13420	76	41	3506	26959	48398
	% STD ERR	26.6	20.1	10.7	5.5	*	*	11.0	3.3	2.4
	ROW %	1.1	1.1	6.9	27.7	0.2	0.1	7.2	55.7	
	COLUMN %	1.3	3.1	8.2	16.6	10.7	2.5	21.5	39.6	18.1
PERSONAL	ESTIMATE	12826	6987	23783	44780	268	311	7364	14306	110825
	% STD ERR	4.3	6.5	3.7	2.7	42.8	34.1	7.8	5.2	1.3
	ROW %	11.6	6.3	21.5	40.5	0.2	0.3	6.7	12.9	
	COLUMN %	30.0	42.5	58.4	55.4	37.6	19.1	45.2	21.0	41.4
INSTRUCTIONAL	ESTIMATE	844	855	2687	8729	0	47	1338	1415	15913
	% STD ERR	19.2	20.5	13.9	7.2	0.0	*	20.6	17.6	5.1
	ROW %	5.3	5.4	16.9	54.9	0.0	0.3	8.4	8.9	
	COLUMN %	2.0	5.2	6.6	10.8	0.0	2.9	8.2	2.1	6.0
AERIAL APPLICATIONS	ESTIMATE	5988	1012	141	400	0	69	110	85	7805
	% STD ERR	3.8	16.9	*	27.1	0.0	*	*	49.0	3.3
	ROW %	76.7	13.0	1.8	5.1	0.0	0.9	1.4	1.1	
	COLUMN %	14.0	6.2	0.3	0.5	0.0	4.2	0.7	0.1	2.9
AERIAL OBSERVATION	ESTIMATE	338	752	1154	1543	0	7	823	814	5431
	% STD ERR	34.8	20.2	20.2	17.1	0.0	*	24.0	20.8	8.8
	ROW %	6.2	13.8	21.2	28.4	0.0	0.1	15.2	15.0	
	COLUMN %	0.8	4.6	2.8	1.9	0.0	0.4	5.1	1.2	2.0
OTHER WORK USE	ESTIMATE	307	315	287	363	0	23	25	101	1421
	% STD ERR	30.4	31.7	28.8	35.3	0.0	*	*	45.3	14.7
	ROW %	21.6	22.2	20.2	25.5	0.0	1.8	1.8	7.1	
	COLUMN %	0.7	1.9	0.7	0.4	0.0	1.4	0.2	0.1	0.5
COMMUTER AIR CARRIER	ESTIMATE	0	8	28	414	0	0	42	805	1295
	% STD ERR	0.0	*	*	25.8	0.0	0.0	*	14.4	12.0
	ROW %	0.0	0.5	2.2	32.0	0.0	0.0	3.2	62.2	
	COLUMN %	0.0	0.0	0.1	0.5	0.0	0.0	0.3	1.2	0.5

TABLE 2-24

PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
AIR TAXI	ESTIMATE	24	1813	80	1076	50	988	373	3247	7457
	% STD ERR	*	12.7	43.7	18.4	*	19.1	35.3	10.3	6.4
	ROW %	0.3	21.8	1.2	14.4	0.7	13.2	5.0	43.5	
	COLUMN %	0.1	9.8	0.2	1.3	7.0	60.5	2.3	4.8	2.8
OTHER USES	ESTIMATE	887	1180	824	500	29	89	239	1576	5105
	% STD ERR	20.3	17.7	27.7	21.2	*	*	42.5	14.1	8.1
	ROW %	17.4	23.1	12.2	9.8	0.6	1.4	4.7	30.9	
	COLUMN %	2.1	7.2	1.5	0.6	4.1	4.2	1.5	2.3	1.9
RENTAL	ESTIMATE	559	324	406	3494	168	0	1385	3098	9433
	% STD ERR	25.0	28.5	37.0	12.0	*	0.0	19.9	12.0	6.9
	ROW %	5.9	3.4	4.3	37.0	1.8	0.0	14.7	32.8	
	COLUMN %	1.3	2.0	1.0	4.3	23.6	0.0	8.5	4.5	3.5
INACTIVE	ESTIMATE	20451	2800	7238	4871	13	100	504	1892	37867
	% STD ERR	3.6	11.2	6.9	8.9	*	*	28.8	13.1	2.6
	ROW %	54.0	7.4	19.1	12.9	0.0	0.3	1.3	5.0	
	COLUMN %	47.9	17.0	17.8	6.0	1.8	6.1	3.1	2.8	14.2
TOTALS	ESTIMATE	42689	16431	40743	80802	712	1632	16280	68129	267429
	% STD ERR	1.9	4.0	2.7	1.7	25.2	14.8	5.1	1.6	
	ROW %	16.0	6.1	15.2	30.2	0.3	0.6	6.1	25.5	

HIERARCHICAL CAPABILITY GROUPS KEY

1 - NO REGULATORY AVIONICS
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* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-25

HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1984

		1	2	3	4	5	6	7	8	TOTALS
1 - 49 HOURS	ESTIMATE	10639	5209	14423	20530	177	174	2425	8114	59891
	% STD ERR	5.3	7.6	5.1	4.4	*	45.5	13.4	7.8	2.2
	ROW %	17.8	8.7	24.2	34.4	0.3	0.3	4.1	10.2	
	COLUMN %	24.9	31.7	35.4	25.4	24.9	10.7	14.9	9.0	22.3
50 - 99 HOURS	ESTIMATE	3984	3093	9915	20575	199	212	3754	12387	54099
	% STD ERR	9.1	10.4	6.5	4.4	47.9	35.9	11.0	5.6	2.5
	ROW %	7.3	5.7	18.3	38.0	0.4	0.4	6.9	22.9	
	COLUMN %	9.3	18.8	24.3	25.5	27.9	13.0	23.1	18.2	20.2
100 - 149 HOURS	ESTIMATE	1772	1432	3196	13255	91	172	3144	13115	36177
	% STD ERR	14.5	15.5	11.3	5.8	*	47.1	12.1	5.4	3.2
	ROW %	4.9	4.0	8.8	36.8	0.3	0.5	8.7	36.3	
	COLUMN %	4.2	8.7	7.8	16.4	12.8	10.5	19.3	19.3	13.5
150 - 199 HOURS	ESTIMATE	927	845	1377	5763	1	83	1756	7556	18088
	% STD ERR	18.7	23.1	17.5	8.8	*	*	16.8	6.9	4.8
	ROW %	5.1	3.8	7.6	31.9	0.0	0.3	9.7	41.8	
	COLUMN %	2.2	3.9	3.4	7.1	0.1	3.9	10.8	11.1	8.8
200 - 249 HOURS	ESTIMATE	1428	786	917	4273	18	93	994	7802	16310
	% STD ERR	15.8	22.1	22.7	10.4	*	*	21.4	7.0	4.9
	ROW %	8.8	4.8	5.6	26.2	0.1	0.6	6.1	47.8	
	COLUMN %	3.3	4.8	2.3	5.3	2.5	5.7	6.1	11.5	8.1
250 - 299 HOURS	ESTIMATE	435	200	585	2224	125	76	730	3908	8283
	% STD ERR	24.4	35.0	30.1	14.7	*	*	27.4	9.8	7.1
	ROW %	5.3	2.4	7.1	26.9	1.5	0.9	8.8	47.2	
	COLUMN %	1.0	1.2	1.4	2.8	17.6	4.7	4.5	5.7	3.1
300 - 349 HOURS	ESTIMATE	891	478	826	2436	4	180	889	4076	9780
	% STD ERR	17.8	28.5	24.2	14.3	*	49.8	24.4	9.5	6.5
	ROW %	9.1	4.9	8.4	24.9	0.0	1.8	9.1	41.7	
	COLUMN %	2.1	2.9	2.0	3.0	0.6	11.0	5.5	6.0	3.7
350 - 399 HOURS	ESTIMATE	469	193	295	1028	0	67	219	2212	4483
	% STD ERR	26.1	42.6	40.3	22.0	0.0	*	48.9	12.2	9.2
	ROW %	10.5	4.3	6.6	22.9	0.0	1.5	4.9	49.3	
	COLUMN %	1.1	1.2	0.7	1.3	0.0	4.1	1.3	3.2	1.7

TABLE 2-25

HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
400 - 449 HOURS	ESTIMATE	487	457	197	1639	17	57	329	2754	5948
	% STD ERR	27.2	28.2	*	17.0	*	*	40.2	11.8	8.3
	ROW %	8.4	7.7	3.3	27.8	0.3	1.0	5.5	46.3	
	COLUMN %	1.2	2.8	0.5	2.0	2.4	3.5	2.0	4.0	2.2
450+ HOURS	ESTIMATE	1342	1220	1083	4751	3	466	1613	6208	16670
	% STD ERR	15.7	15.5	20.8	9.8	*	27.3	17.8	6.8	4.5
	ROW %	8.1	7.3	6.4	28.5	0.0	2.8	9.7	37.2	
	COLUMN %	3.1	7.4	2.8	5.9	0.4	28.7	9.9	9.1	6.2
INACTIVE	ESTIMATE	20451	2800	7238	4871	13	100	504	1892	37867
	% STD ERR	3.6	11.2	6.9	8.9	*	*	28.8	13.1	2.6
	ROW %	54.0	7.4	19.1	12.9	0.0	0.3	1.3	5.0	
	COLUMN %	47.9	17.0	17.8	6.0	1.8	6.1	3.1	2.6	14.2
TOTALS	ESTIMATE	42689	16431	40743	80802	712	1632	16280	68129	267429
	% STD ERR	1.9	4.0	2.7	1.7	25.2	14.8	5.1	1.6	
	ROW %	16.0	6.1	15.2	30.2	0.3	0.6	6.1	25.5	

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* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-28

AGE OF AIRCRAFT VS. HIERARCHICAL CAPABILITY GROUPS

1984

		1	2	3	4	5	6	7	8	TOTALS
0 - 4 YEARS	ESTIMATE	8951	4285	3133	8340	220	409	2839	17650	41827
	% STD ERR	7.1	8.8	12.7	8.2	47.3	31.4	13.3	4.1	2.7
	ROW %	18.6	10.2	7.5	15.2	0.5	1.0	6.8	42.2	
	COLUMN %	18.3	26.1	7.7	7.8	30.9	25.1	17.4	25.9	15.8
5 - 9 YEARS	ESTIMATE	5923	2501	4984	19115	215	835	5485	22993	61830
	% STD ERR	7.4	11.3	9.7	4.5	44.3	24.4	9.3	3.8	2.2
	ROW %	9.6	4.0	8.0	30.9	0.3	1.0	8.9	37.2	
	COLUMN %	13.9	15.2	12.2	23.7	30.2	38.9	33.7	33.7	23.1
10 - 14 YEARS	ESTIMATE	3592	2387	4079	12417	97	107	2428	9538	34643
	% STD ERR	10.1	12.6	10.9	5.9	*	48.8	14.1	6.1	3.3
	ROW %	10.4	6.9	11.8	35.8	0.3	0.3	7.0	27.5	
	COLUMN %	8.4	14.5	10.0	15.4	13.6	6.6	14.9	14.0	13.0
15 - 19 YEARS	ESTIMATE	3494	1583	8221	18815	0	148	2210	10078	44330
	% STD ERR	11.3	15.8	7.5	4.6	0.0	37.4	14.2	5.4	2.7
	ROW %	7.9	3.5	18.5	42.0	0.0	0.3	5.0	22.7	
	COLUMN %	8.2	9.5	20.2	23.0	0.0	9.1	13.6	14.8	16.6
20 - 24 YEARS	ESTIMATE	2438	946	3906	10580	49	128	1196	4795	24038
	% STD ERR	12.9	19.8	10.6	6.3	*	*	18.7	8.4	3.8
	ROW %	10.1	3.9	16.2	44.0	0.2	0.5	5.0	19.9	
	COLUMN %	5.7	5.8	9.6	13.1	6.9	7.8	7.3	7.0	9.0
25 - 29 YEARS	ESTIMATE	1498	879	5208	7718	92	31	1328	1806	18555
	% STD ERR	15.1	20.5	8.5	6.7	*	*	16.8	14.1	4.1
	ROW %	8.1	4.7	28.1	41.6	0.5	0.2	7.1	9.7	
	COLUMN %	3.5	5.3	12.8	9.6	12.9	1.9	8.1	2.7	6.9
30 - 34 YEARS	ESTIMATE	1203	637	3029	2559	3	0	232	659	8322
	% STD ERR	17.8	25.1	9.8	10.6	*	0.0	36.2	20.8	5.1
	ROW %	14.5	7.7	36.4	30.7	0.0	0.0	2.8	7.9	
	COLUMN %	2.8	3.9	7.4	3.2	0.4	0.0	1.4	1.0	3.

TABLE 2-26

AGE OF AIRCRAFT VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
35+ YEARS	ESTIMATE	16772	3462	8397	3666	44	186	410	868	33806
	% STD ERR	2.9	8.7	4.4	8.4	*	44.1	29.1	17.0	1.4
	ROW %	49.6	10.2	24.8	10.8	0.1	0.6	1.2	2.6	
	COLUMN %	39.3	21.1	20.6	4.5	6.2	11.4	2.5	1.3	12.6
TOTALS	ESTIMATE	42689	16431	40743	80802	712	1632	16280	68129	267429
	% STD ERR	1.9	4.0	2.7	1.7	25.2	14.6	5.1	1.6	
	ROW %	16.0	6.1	15.2	30.2	0.3	0.6	6.1	25.5	

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* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROECEDURES.

TABLE 2-27

COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS

1984

		1	2	3	4	5	6	7	8	TOTALS
FIXED WING - PISTON:	ESTIMATE	30959	6913	24549	20708	74	263	2147	917	86531
SINGLE ENGINE	% STD ERR	2.2	7.3	3.4	3.4	*	32.9	15.0	22.0	0.0
1-3 SEATS	ROW %	35.8	8.0	28.4	23.9	0.1	0.3	2.5	1.1	
	COLUMN %	72.5	42.1	60.3	25.6	10.4	18.1	13.2	1.3	32.4
	ESTIMATE	3596	1934	14579	52924	518	388	12842	35205	121982
SINGLE ENGINE	% STD ERR	9.2	12.9	4.6	2.1	30.9	34.1	5.7	2.8	0.0
4+ SEATS	ROW %	2.9	1.6	12.0	43.4	0.4	0.3	10.5	28.9	
	COLUMN %	8.4	11.8	35.8	65.5	72.5	23.7	78.9	51.7	45.6
	ESTIMATE	413	33	372	3569	46	235	523	13738	18929
TWO ENGINES	% STD ERR	21.4	*	27.1	7.9	*	37.0	22.6	2.3	0.0
1-6 SEATS	ROW %	2.2	0.2	2.0	18.9	0.2	1.2	2.8	72.6	
	COLUMN %	1.0	0.2	0.9	4.4	6.5	14.4	3.2	20.2	7.1
	ESTIMATE	262	190	221	1273	22	310	177	7722	10177
	% STD ERR	38.7	42.8	48.4	16.8	*	38.1	*	2.9	0.0
TWO ENGINES	ROW %	2.6	1.9	2.2	12.5	0.2	3.0	1.7	75.9	
7+ SEATS	COLUMN %	0.6	1.2	0.5	1.6	3.1	19.0	1.1	11.3	3.8
	ESTIMATE	63	0	18	162	0	0	14	135	392
OTHER	% STD ERR	*	0.0	*	22.9	0.0	0.0	47.5	24.2	0.0
	ROW %	16.1	0.0	4.6	41.3	0.0	0.0	3.6	34.4	
	COLUMN %	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.2	0.1
FIXED WING -	ESTIMATE	44	0	131	202	17	109	42	4586	5131
TURBOPROP:	% STD ERR	*	0.0	46.1	31.8	*	44.5	*	2.4	0.0
2 ENGINES	ROW %	0.9	0.0	2.6	3.9	0.3	2.1	0.8	89.4	
1-12 SEATS	COLUMN %	0.1	0.0	0.3	0.2	2.4	6.7	0.3	6.7	1.9
	ESTIMATE	5	5	9	26	0	0	47	599	691
	% STD ERR	*	*	*	*	0.0	0.0	*	5.8	0.0
2 ENGINES	ROW %	0.7	0.7	1.3	3.8	0.0	0.0	6.8	86.7	
13+ SEATS	COLUMN %	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.9	0.3
	ESTIMATE	70	10	3	10	0	0	0	103	195
	% STD ERR	28.4	*	*	*	0.0	0.0	0.0	14.4	0.0
OTHER	ROW %	35.9	5.1	1.5	5.1	0.0	0.0	0.0	52.8	
	COLUMN %	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.1

TABLE 2-27

COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
FIXED WING - TURBOJET: 2 ENGINES	ESTIMATE	12	11	17	246	0	67	14	3575	3942
	% STD ERR	*	*	*	28.3	0.0	45.8	*	2.2	0.0
	ROW %	0.3	0.3	0.4	6.2	0.0	1.7	0.4	90.7	
	COLUMN %	0.0	0.1	0.0	0.3	0.0	4.1	0.1	5.2	1.5
OTHER	ESTIMATE	217	3	0	74	0	0	14	592	900
	% STD ERR	24.4	*	0.0	46.7	0.0	0.0	*	9.9	0.0
	ROW %	24.1	0.3	0.0	8.2	0.0	0.0	1.6	65.8	
	COLUMN %	0.5	0.0	0.0	0.1	0.0	0.0	0.1	0.9	0.3
ROTORCRAFT: PISTON	ESTIMATE	2491	2259	393	257	0	71	26	20	5518
	% STD ERR	6.3	7.5	20.7	29.9	0.0	*	*	*	0.0
	ROW %	45.2	41.0	7.1	4.7	0.0	1.3	0.5	0.4	
	COLUMN %	5.8	13.7	1.0	0.3	0.0	4.4	0.2	0.0	2.1
TURBINE	ESTIMATE	250	1494	372	1313	3	51	401	891	4774
	% STD ERR	27.1	11.8	28.4	12.7	*	*	27.2	16.4	0.0
	ROW %	5.2	31.3	7.8	27.5	0.1	1.1	8.4	18.7	
	COLUMN %	0.6	9.1	0.9	1.6	0.4	3.1	2.5	1.3	1.8
OTHER AIRCRAFT	ESTIMATE	4307	3578	80	37	34	142	33	48	8258
	% STD ERR	4.8	5.7	*	13.0	*	45.4	44.4	*	0.0
	ROW %	52.2	43.3	1.0	0.4	0.4	1.7	0.4	0.6	
	COLUMN %	10.1	21.8	0.2	0.0	4.8	8.7	0.2	0.1	3.1

TABLE 2-27

COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
ALL AIRCRAFT	ESTIMATE	42688	18431	40743	80802	712	1632	18280	68129	287428
	% STD ERR	1.9	4.0	2.7	1.7	25.2	14.6	5.1	1.6	
	ROW %	18.0	6.1	15.2	30.2	0.3	0.6	6.1	25.5	

HIERARCHICAL CAPABILITY GROUPS KEY

1 - NO REGULATORY AVIONICS
2 - TWO-WAY COMMUNICATIONS
3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: VOR, ADF OR RNAV
4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, VOR OR RNAV
5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
6 - TWO-WAY COMMUNICATIONS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR OR RNAV, DME

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROECEDURES.

TABLE 2-28

BASE AIRPORT REGION VS. HIERARCHICAL CAPABILITY GROUPS

1984

		1	2	3	4	5	6	7	8	TOTALS
ALASKAN	ESTIMATE	687	1074	3780	2282	0	19	260	842	8904
	% STD ERR	24.1	17.0	9.6	12.2	0.0	*	41.9	20.0	6.0
	ROW %	7.7	12.1	42.2	25.4	0.0	0.2	2.9	9.5	
	COLUMN %	1.6	6.5	9.2	2.8	0.0	1.2	1.6	1.2	3.3
CENTRAL	ESTIMATE	3136	871	2116	5494	0	181	400	3675	15873
	% STD ERR	10.3	20.5	14.6	9.3	0.0	45.9	34.7	10.7	5.1
	ROW %	19.8	5.5	13.3	34.6	0.0	1.1	2.5	23.2	
	COLUMN %	7.3	5.3	5.2	6.8	0.0	11.1	2.5	5.4	5.9
EASTERN	ESTIMATE	4908	1201	4389	8338	67	223	2084	7797	28985
	% STD ERR	8.3	16.5	9.9	7.4	*	43.5	15.3	6.9	3.6
	ROW %	16.9	4.1	15.1	28.8	0.2	0.8	7.2	26.9	
	COLUMN %	11.5	7.3	10.7	10.3	9.4	13.7	12.8	11.4	10.8
EUROPEAN OFFICE	ESTIMATE	42	66	74	17	0	0	0	426	625
	% STD ERR	*	*	*	*	0.0	0.0	0.0	31.3	26.4
	ROW %	6.7	10.6	11.8	2.7	0.0	0.0	0.0	68.2	
	COLUMN %	0.1	0.4	0.2	0.0	0.0	0.0	0.0	0.6	0.2
GREAT LAKES	ESTIMATE	8939	2474	8808	14438	73	214	1863	10829	47638
	% STD ERR	6.0	12.3	6.9	5.5	*	42.5	16.5	6.0	2.7
	ROW %	18.8	5.2	18.5	30.3	0.2	0.4	3.9	22.7	
	COLUMN %	20.9	15.1	21.6	17.9	10.3	13.1	11.4	15.9	17.8
NEW ENGLAND	ESTIMATE	1571	589	1770	2492	4	79	1059	2364	9929
	% STD ERR	15.0	21.1	16.2	13.5	*	*	22.6	13.0	6.5
	ROW %	15.8	5.9	17.8	25.1	0.0	0.8	10.7	23.8	
	COLUMN %	3.7	3.8	4.3	3.1	0.6	4.8	6.5	3.5	3.7
NORTHWEST MOUNTAIN	ESTIMATE	4371	2299	4892	8866	66	231	1525	6313	28562
	% STD ERR	9.2	12.3	9.5	7.1	*	42.6	17.4	8.0	3.7
	ROW %	15.3	8.0	17.1	31.0	0.2	0.8	5.3	22.1	
	COLUMN %	10.2	14.0	12.0	11.0	9.3	14.2	9.4	9.3	10.7
SOUTHERN	ESTIMATE	5559	1829	5171	12626	133	217	2720	11590	39844
	% STD ERR	7.9	14.5	9.4	6.0	*	36.6	13.6	5.5	3.1
	ROW %	14.0	4.6	13.0	31.7	0.3	0.5	6.8	29.1	
	COLUMN %	13.0	11.1	12.7	15.6	18.7	13.3	18.7	17.0	14.9

TABLE 2-28

BASE AIRPORT REGION VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		1	2	3	4	5	6	7	8	TOTALS
SOUTHWESTERN	ESTIMATE	6707	2512	4750	11794	195	247	1737	12706	40647
	% STD ERR	7.0	11.4	9.5	6.1	*	38.2	15.5	5.3	3.0
	ROW %	16.5	6.2	11.7	29.0	0.5	0.6	4.3	31.3	
	COLUMN %	15.7	15.3	11.7	14.6	27.4	15.1	10.7	18.6	15.2
WESTERN-PACIFIC	ESTIMATE	6495	3053	5173	14778	209	161	4210	12298	46378
	% STD ERR	7.0	10.5	8.8	5.4	48.5	42.9	10.8	5.5	2.8
	ROW %	14.0	6.6	11.2	31.9	0.5	0.3	9.1	26.5	
	COLUMN %	15.2	18.8	12.7	18.3	29.4	9.9	25.9	18.1	17.3
TOTALS	ESTIMATE	42689	16431	40743	80802	712	1632	16280	68129	267429
	% STD ERR	1.9	4.0	2.7	1.7	25.2	14.6	5.1	1.8	
	ROW %	16.0	6.1	15.2	30.2	0.3	0.6	6.1	25.5	

HIERARCHICAL CAPABILITY GROUPS KEY

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8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS, AIR TAXIS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR OR RNAV, DME

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-29

PRIMARY USE VS. NON-HIERARCHICAL CAPABILITY GROUPS

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
EXECUTIVE	ESTIMATE	275	325	5881	9329	4663	9581	319	296	110	885	17071
	% STD ERR	39.4	38.4	7.6	3.7	5.7	3.6	26.8	28.1	44.2	20.4	3.4
	ROW %	1.6	1.9	35.0	54.6	27.3	56.1	1.9	1.7	0.6	5.1	
	COLUMN %	1.6	3.2	6.1	45.8	20.0	45.0	15.3	17.8	19.9	0.7	6.4
BUSINESS	ESTIMATE	1401	2230	31889	5351	6440	5430	495	479	16	6984	48398
	% STD ERR	17.0	14.5	3.1	7.4	7.6	7.3	29.7	30.6	*	7.4	2.4
	ROW %	2.9	4.6	65.9	11.1	13.3	11.2	1.0	1.0	0.0	14.4	
	COLUMN %	8.4	21.9	32.6	26.3	27.6	25.5	23.8	28.8	2.9	5.9	18.1
PERSONAL	ESTIMATE	8765	5593	38010	1941	7236	2126	839	658	267	54505	110625
	% STD ERR	7.0	8.9	2.9	14.0	7.7	13.7	24.3	27.2	41.2	2.0	1.3
	ROW %	7.9	5.1	34.4	1.8	6.5	1.9	0.8	0.6	0.2	49.3	
	COLUMN %	52.4	54.8	38.9	9.5	31.0	10.0	40.3	39.6	48.3	48.3	41.4
INSTRUCTIONAL	ESTIMATE	2750	563	4769	243	648	245	165	104	100	7365	15913
	% STD ERR	13.1	31.9	10.3	34.8	23.9	34.9	46.6	44.9	46.3	7.7	5.1
	ROW %	17.3	3.5	30.0	1.5	4.1	1.5	1.0	0.7	0.6	46.3	
	COLUMN %	16.4	5.5	4.9	1.2	2.8	1.1	7.9	6.3	18.1	6.3	6.0
AERIAL APPLICATIONS	ESTIMATE	73	3	374	74	367	80	41	36	36	7075	7805
	% STD ERR	*	*	26.8	*	31.7	*	*	*	*	3.0	3.3
	ROW %	0.9	0.0	4.8	0.9	4.7	1.0	0.5	0.5	0.5	90.6	
	COLUMN %	0.4	0.0	0.4	0.4	1.6	0.4	2.0	2.2	6.5	6.0	2.9
AERIAL OBSERVATION	ESTIMATE	662	246	1723	174	621	230	18	0	2	2558	5431
	% STD ERR	24.5	37.5	16.3	43.9	23.5	37.7	*	0.0	*	12.7	8.6
	ROW %	12.2	4.5	31.7	3.2	11.4	4.2	0.3	0.0	0.0	47.1	
	COLUMN %	4.0	2.4	1.8	0.9	2.7	1.1	0.9	0.0	0.4	2.2	2.0
OTHER WORK USE	ESTIMATE	55	58	133	53	37	82	1	0	0	1119	1421
	% STD ERR	49.9	*	*	*	*	48.5	*	0.0	0.0	16.4	14.7
	ROW %	3.9	4.1	9.4	3.7	2.6	5.8	0.1	0.0	0.0	78.7	
	COLUMN %	0.3	0.6	0.1	0.3	0.2	0.4	0.0	0.0	0.0	0.8	0.5
COMMUTER AIR CARRIER	ESTIMATE	60	0	848	338	36	338	3	3	0	49	1295
	% STD ERR	*	0.0	15.6	22.5	32.4	22.5	*	*	0.0	*	12.0
	ROW %	4.6	0.0	65.5	26.1	2.8	26.1	0.2	0.2	0.0	3.8	
	COLUMN %	0.4	0.0	0.9	1.7	0.2	1.8	0.1	0.2	0.0	0.0	0.5

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TABLE 2-29

PRIMARY USE VS. NON-HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
AIR TAXI	ESTIMATE	244	214	3928	1381	1299	1534	35	35	17	1070	7457
	% STD ERR	34.1	45.7	9.7	13.9	16.2	13.6	*	*	45.2	15.8	6.4
	ROW %	3.3	2.9	52.7	18.3	17.4	20.6	0.5	0.5	0.2	14.3	
	COLUMN %	1.5	2.1	4.0	6.7	5.6	7.2	1.7	2.1	3.1	0.9	2.8
OTHER USES	ESTIMATE	213	15	1012	717	849	767	8	1	1	3016	5105
	% STD ERR	38.2	*	19.4	18.1	17.9	18.1	*	*	*	10.9	8.1
	ROW %	4.2	0.3	19.8	14.0	16.6	15.0	0.2	0.0	0.0	59.1	
	COLUMN %	1.3	0.1	1.0	3.5	3.6	3.6	0.4	0.1	0.2	2.6	1.9
RENTAL	ESTIMATE	805	211	5688	258	477	261	15	12	0	2394	9433
	% STD ERR	26.8	*	9.1	38.0	31.0	37.7	*	*	0.0	13.7	6.9
	ROW %	8.5	2.2	60.3	2.7	5.1	2.8	0.2	0.1	0.0	25.4	
	COLUMN %	4.8	2.1	5.8	1.3	2.0	1.2	0.7	0.7	0.0	2.0	3.5
INACTIVE	ESTIMATE	1603	775	3791	591	613	712	185	48	1	30386	37867
	% STD ERR	16.5	23.9	9.8	20.9	24.8	19.4	*	*	*	2.9	2.6
	ROW %	4.2	2.0	10.0	1.6	1.6	1.9	0.4	0.1	0.0	80.8	
	COLUMN %	9.6	7.6	3.9	2.9	2.6	3.3	7.9	2.8	0.2	26.0	14.2
TOTALS	ESTIMATE	16728	10202	97798	20366	23337	21307	2084	1662	553	117805	267429
	% STD ERR	4.9	6.5	1.3	2.7	3.6	2.7	13.9	15.3	24.3	1.0	
	ROW %	6.3	3.8	36.6	7.6	8.7	8.0	0.8	0.6	0.2	44.1	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB - MARKER BEACON
ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROECEDURES.

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TABLE 2-30

HOURS FLOWN VS. NON-HIERARCHICAL CAPABILITY GROUPS

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
1 - 49 HOURS	ESTIMATE	4614	2878	14408	1372	2055	1552	355	258	95	35814	59691
	% STD ERR	9.8	12.5	5.3	14.0	13.8	13.9	31.8	36.5	*	2.9	2.2
	ROW %	7.7	4.8	24.1	2.3	3.4	2.6	0.6	0.4	0.2	59.7	
	COLUMN %	27.8	28.2	14.7	6.7	8.8	7.3	17.0	15.4	17.2	30.2	22.3
50 - 99 HOURS	ESTIMATE	3762	2922	22027	2235	4985	2305	499	321	206	22176	54099
	% STD ERR	10.7	12.2	4.2	12.6	8.9	12.4	31.0	37.1	42.9	4.1	2.5
	ROW %	7.0	5.4	40.7	4.1	9.2	4.3	0.9	0.6	0.4	41.0	
	COLUMN %	22.5	28.8	22.5	11.0	21.4	10.8	23.9	19.3	37.3	18.8	20.2
100 - 149 HOURS	ESTIMATE	1898	1687	20132	2583	4085	2642	404	401	70	9453	38177
	% STD ERR	16.2	17.1	4.4	11.1	9.7	10.9	33.8	33.8	*	6.5	3.2
	ROW %	5.2	4.7	55.8	7.1	11.3	7.3	1.1	1.1	0.2	26.1	
	COLUMN %	11.3	16.5	20.8	12.7	17.5	12.4	19.4	24.1	12.7	8.0	13.5
150 - 199 HOURS	ESTIMATE	709	571	9956	2187	2188	2202	125	122	10	4388	18088
	% STD ERR	26.6	28.6	6.4	11.4	13.3	11.3	*	*	*	9.6	4.6
	ROW %	3.9	3.2	55.0	12.1	12.1	12.2	0.7	0.7	0.1	24.3	
	COLUMN %	4.2	5.6	10.2	10.7	9.4	10.3	5.0	7.3	1.8	3.7	6.8
200 - 249 HOURS	ESTIMATE	709	331	8484	2671	2200	2671	251	248	52	3751	16310
	% STD ERR	25.5	40.3	7.2	10.4	13.2	10.4	43.3	44.0	*	10.4	4.9
	ROW %	4.3	2.0	52.0	16.4	13.5	16.4	1.5	1.5	0.3	23.0	
	COLUMN %	4.2	3.2	8.7	13.1	9.4	12.5	12.0	14.8	9.4	3.2	6.1
250 - 299 HOURS	ESTIMATE	684	128	4494	1517	1331	1550	18	18	0	1343	8283
	% STD ERR	27.3	*	10.1	13.3	16.5	13.1	*	*	0.0	17.5	7.1
	ROW %	8.0	1.5	54.3	18.3	16.1	18.7	0.2	0.2	0.0	16.2	
	COLUMN %	4.0	1.3	4.6	7.4	5.7	7.3	0.9	1.1	0.0	1.1	3.1
300 - 349 HOURS	ESTIMATE	567	287	4403	1855	1420	1861	120	117	20	2453	9780
	% STD ERR	29.8	45.6	10.3	12.0	14.6	12.0	*	*	*	12.6	6.5
	ROW %	5.8	2.9	45.0	19.0	14.5	19.0	1.2	1.2	0.2	25.1	
	COLUMN %	3.4	2.8	4.5	9.1	6.1	8.7	5.8	7.0	3.6	2.1	3.7
350 - 399 HOURS	ESTIMATE	471	219	1778	1089	743	1132	8	3	0	871	4483
	% STD ERR	34.0	*	15.6	14.8	17.7	14.4	*	*	0.0	20.0	9.2
	ROW %	10.5	4.9	39.7	24.3	16.6	25.3	0.2	0.1	0.0	19.4	
	COLUMN %	2.8	2.1	1.8	5.3	3.2	5.3	0.4	0.2	0.0	0.7	1.7

TABLE 2-30

HOURS FLOWN VS. NON-HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
400 - 449 HOURS	ESTIMATE	470	2	2519	1292	848	1407	85	82	80	1586	5946
	% STD ERR	30.4	*	13.8	14.7	19.0	14.5	*	*	*	16.4	5.3
	ROW %	7.9	0.0	42.4	21.7	14.3	23.7	1.4	1.4	1.3	26.7	
	COLUMN %	2.8	0.0	2.6	6.3	3.6	6.6	4.1	4.9	14.5	1.3	2.2
450+ HOURS	ESTIMATE	1414	426	6066	3042	2801	3356	74	58	16	5068	16870
	% STD ERR	18.4	32.7	8.2	7.7	8.9	7.8	42.4	47.5	*	8.9	4.5
	ROW %	8.5	2.6	36.4	18.2	16.8	20.1	0.4	0.3	0.1	30.4	
	COLUMN %	8.5	4.2	6.2	14.9	12.0	15.8	3.6	3.5	2.8	4.3	6.2
INACTIVE	ESTIMATE	1803	775	3791	591	613	712	165	46	1	30586	37887
	% STD ERR	16.5	23.9	9.8	20.9	24.8	19.4	*	*	*	2.9	2.6
	ROW %	4.2	2.0	10.0	1.6	1.6	1.9	0.4	0.1	0.0	80.8	
	COLUMN %	9.6	7.6	3.9	2.9	2.6	3.3	7.9	2.8	0.2	26.0	14.2
TOTALS	ESTIMATE	18728	10202	97796	20366	23337	21307	2084	1662	553	117805	267429
	% STD ERR	4.9	6.5	1.3	2.7	3.6	2.7	13.9	15.3	24.3	1.0	
	ROW %	6.3	3.8	36.6	7.6	8.7	8.0	0.8	0.6	0.2	44.1	

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ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
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NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-31

AGE OF AIRCRAFT VS. NON-HIERARCHICAL CAPABILITY GROUPS

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
0 - 4 YEARS	ESTIMATE	2453	686	14789	7649	6425	7968	222	204	43	15160	41827
	% STD ERR	14.3	25.7	5.2	4.8	6.5	4.7	34.3	35.9	49.9	4.6	2.7
	ROW %	5.9	1.6	35.4	18.3	15.4	19.0	0.5	0.5	0.1	36.2	
	COLUMN %	14.7	6.7	15.1	37.6	27.5	37.4	10.7	12.3	7.8	12.9	15.6
5 - 9 YEARS	ESTIMATE	3768	1368	30493	6082	5699	6289	634	552	153	19240	61830
	% STD ERR	11.1	19.5	3.4	6.9	8.1	6.9	27.0	28.9	47.2	4.3	2.2
	ROW %	6.1	2.2	49.3	9.8	9.2	10.2	1.0	0.9	0.2	31.1	
	COLUMN %	22.5	13.4	31.2	29.9	24.4	29.5	30.4	33.2	27.7	16.3	23.1
10 - 14 YEARS	ESTIMATE	2251	1503	14973	2695	2834	2793	472	459	106	12829	34643
	% STD ERR	14.7	17.7	5.2	10.1	11.6	10.0	30.4	30.9	*	5.5	3.3
	ROW %	6.5	4.3	43.2	7.8	8.2	8.1	1.4	1.3	0.3	37.0	
	COLUMN %	13.5	14.7	15.3	13.2	12.1	13.1	22.8	27.8	19.2	10.9	13.0
15 - 19 YEARS	ESTIMATE	2380	2635	18577	2411	4049	2485	183	128	1	17616	44330
	% STD ERR	14.3	13.4	4.4	9.9	9.9	9.9	48.5	*	*	4.8	2.7
	ROW %	5.4	5.9	41.9	5.4	9.1	5.6	0.4	0.3	0.0	39.7	
	COLUMN %	14.2	25.8	19.0	11.8	17.4	11.7	8.8	7.7	0.2	15.0	16.6
20 - 24 YEARS	ESTIMATE	1784	1510	10383	700	1835	818	156	70	80	9371	24038
	% STD ERR	15.8	17.1	5.8	19.8	14.1	19.1	*	*	*	6.7	3.8
	ROW %	7.4	6.3	43.2	2.9	7.6	3.4	0.6	0.3	0.3	39.0	
	COLUMN %	10.7	14.8	10.6	3.4	7.9	3.8	7.5	4.2	14.5	8.0	9.0
25 - 29 YEARS	ESTIMATE	2003	1287	5680	286	1215	368	156	57	0	8862	18555
	% STD ERR	14.3	18.4	7.8	33.4	17.3	30.2	*	*	0.0	6.2	4.1
	ROW %	10.8	6.9	30.6	1.5	6.5	2.0	0.8	0.3	0.0	47.8	
	COLUMN %	12.0	12.6	5.8	1.4	5.2	1.7	7.5	3.4	0.0	7.5	6.9
30 - 34 YEARS	ESTIMATE	594	635	1330	117	251	124	44	44	0	5560	8322
	% STD ERR	22.5	25.6	14.4	49.1	27.8	46.9	*	*	0.0	6.9	5.1
	ROW %	7.1	7.6	16.0	1.4	3.0	1.5	0.5	0.5	0.0	66.8	
	COLUMN %	3.6	6.2	1.4	0.6	1.1	0.6	2.1	2.6	0.0	4.7	3.1

TABLE 2-31

AGE OF AIRCRAFT VS. NON-HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
35+ YEARS	ESTIMATE	1663	622	1705	298	1036	301	243	163	168	28939	33806
	% STD ERR	13.3	22.2	12.2	27.7	16.8	27.5	34.1	39.6	39.1	1.6	1.4
	ROW %	4.9	1.8	5.0	0.9	3.1	0.9	0.7	0.5	0.5	85.6	
	COLUMN %	9.9	6.1	1.7	1.5	4.4	1.4	11.7	9.8	30.0	24.6	12.6
TOTALS	ESTIMATE	16728	10202	97796	20366	23337	21307	2084	1662	553	117805	267429
	% STD ERR	4.9	6.5	1.3	2.7	3.6	2.7	13.9	15.3	24.3	1.0	
	ROW %	6.3	3.8	36.6	7.6	8.7	8.0	0.8	0.6	0.2	44.1	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB - MARKER BEACON
ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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TABLE 2-32

COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
FIXED WING - PISTON:	ESTIMATE	7728	1845	4977	98	2159	110	255	91	89	70814	86531
SINGLE ENGINE	% STD ERR	7.3	18.1	9.2	*	14.5	*	40.0	*	*	1.0	0.0
1-3 SEATS	ROW %	8.9	2.1	5.8	0.1	2.5	0.1	0.3	0.1	0.1	81.8	
	COLUMN %	46.2	18.1	5.1	0.5	9.3	0.5	12.2	5.5	16.1	60.1	32.4
	ESTIMATE	7646	7620	71983	3014	10620	3275	1177	948	262	29889	121982
SINGLE ENGINE	% STD ERR	7.2	7.5	1.5	11.9	6.1	11.5	20.2	22.3	38.6	3.0	0.0
4+ SEATS	ROW %	6.3	6.2	59.0	2.5	8.7	2.7	1.0	0.8	0.2	24.5	
	COLUMN %	45.7	74.7	73.6	14.8	45.5	15.4	56.5	57.0	47.4	25.4	45.6
	ESTIMATE	142	414	13537	4012	2204	4063	274	267	57	798	18929
TWO ENGINES	% STD ERR	43.9	26.5	2.4	7.3	10.9	7.2	35.0	35.6	*	15.9	0.0
1-6 SEATS	ROW %	0.8	2.2	71.5	21.2	11.6	21.5	1.4	1.4	0.3	4.2	
	COLUMN %	0.8	4.1	13.8	19.7	9.4	19.1	13.1	16.1	10.3	0.7	7.1
	ESTIMATE	549	137	5284	3580	1600	3663	83	82	10	452	10177
	% STD ERR	31.1	*	5.4	8.4	14.1	8.1	*	*	*	31.5	0.0
TWO ENGINES	ROW %	5.4	1.3	51.9	35.2	15.7	36.0	0.8	0.8	0.1	4.4	
7+ SEATS	COLUMN %	3.3	1.3	5.4	17.6	6.9	17.2	4.0	4.9	1.8	0.4	3.8
	ESTIMATE	0	1	285	32	23	32	0	0	0	72	392
OTHER	% STD ERR	0.0	*	15.0	*	*	*	0.0	0.0	0.0	*	0.0
	ROW %	0.0	0.3	72.7	8.2	5.9	8.2	0.0	0.0	0.0	18.4	
	COLUMN %	0.0	0.0	0.3	0.2	0.1	0.2	0.0	0.0	0.0	0.1	0.1
FIXED WING - TURBOPROP:	ESTIMATE	9	76	664	4350	1311	4443	137	137	10	13	5131
	% STD ERR	*	*	16.4	2.7	10.8	2.5	39.5	39.5	*	*	0.0
2 ENGINES	ROW %	0.2	1.5	12.9	84.8	25.6	86.6	2.7	2.7	0.2	0.3	
1-12 SEATS	COLUMN %	0.1	0.7	0.7	21.4	5.6	20.9	6.6	8.2	1.8	0.0	1.9
	ESTIMATE	0	25	298	382	129	387	5	5	0	7	691
	% STD ERR	0.0	*	13.8	11.9	29.3	10.8	*	*	0.0	*	0.0
2 ENGINES	ROW %	0.0	3.6	42.8	52.4	18.7	56.0	0.7	0.7	0.0	1.0	
13+ SEATS	COLUMN %	0.0	0.2	0.3	1.8	0.6	1.8	0.2	0.3	0.0	0.0	0.3
	ESTIMATE	0	0	49	63	49	63	0	0	0	82	195
	% STD ERR	0.0	0.0	37.2	30.5	39.8	30.5	0.0	0.0	0.0	12.6	0.0
OTHER	ROW %	0.0	0.0	25.1	32.3	25.1	32.3	0.0	0.0	0.0	42.1	
	COLUMN %	0.0	0.0	0.1	0.3	0.2	0.3	0.0	0.0	0.0	0.1	0.1

TABLE 2-32

COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
FIXED WING - TURBOJET: 2 ENGINES	ESTIMATE	0	16	181	3721	2794	3741	90	90	80	21	3942
	% STD ERR	0.0	*	26.7	1.4	4.1	1.4	32.2	32.2	33.4	*	0.0
	ROW %	0.0	0.4	4.6	94.4	70.9	94.9	2.3	2.3	2.0	0.5	
	COLUMN %	0.0	0.2	0.2	18.3	12.0	17.6	4.3	5.4	14.5	0.0	1.5
OTHER	ESTIMATE	5	0	74	552	484	552	0	0	0	269	900
	% STD ERR	*	0.0	49.2	10.3	9.6	10.3	0.0	0.0	0.0	21.1	0.0
	ROW %	0.6	0.0	8.2	61.3	53.8	61.3	0.0	0.0	0.0	29.9	
	COLUMN %	0.0	0.0	0.1	2.7	2.1	2.6	0.0	0.0	0.0	0.2	0.3
ROTORCRAFT: PISTON	ESTIMATE	43	0	62	0	250	3	4	0	0	5185	5516
	% STD ERR	*	0.0	*	0.0	28.9	*	*	0.0	0.0	1.7	0.0
	ROW %	0.8	0.0	1.1	0.0	4.5	0.1	0.1	0.0	0.0	94.0	
	COLUMN %	0.3	0.0	0.1	0.0	1.1	0.0	0.2	0.0	0.0	4.4	2.1
TURBINE	ESTIMATE	573	67	401	543	1854	922	13	0	3	2053	4774
	% STD ERR	23.4	*	27.8	18.8	11.0	15.1	*	0.0	*	8.8	0.0
	ROW %	12.0	1.4	8.4	11.4	38.8	19.3	0.3	0.0	0.1	43.0	
	COLUMN %	3.4	0.7	0.4	2.7	7.1	4.3	0.6	0.0	0.5	1.7	1.8
OTHER AIRCRAFT	ESTIMATE	32	0	3	42	59	54	45	42	42	8149	8258
	% STD ERR	44.2	0.0	*	*	*	*	*	*	*	0.5	0.0
	ROW %	0.4	0.0	0.0	0.5	0.7	0.7	0.5	0.5	0.5	98.7	
	COLUMN %	0.2	0.0	0.0	0.2	0.3	0.3	2.2	2.5	7.8	6.9	3.1

TABLE 2-32

COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
ALL AIRCRAFT	ESTIMATE	16728	10202	97796	20366	23337	21307	2084	1662	553	117805	267429
	% STD ERR	4.9	6.5	1.3	2.7	3.6	2.7	13.9	15.3	24.3	1.0	
	ROW %	6.3	3.8	36.6	7.6	8.7	8.0	0.8	0.6	0.2	44.1	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB - MARKER BEACON
ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-33

BASE AIRPORT REGION VS. NON-HIERARCHICAL CAPABILITY GROUPS

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
ALASKAN	ESTIMATE	514	271	1837	426	911	495	172	159	155	5445	8904
	% STD ERR	21.6	37.1	13.6	24.0	19.5	23.7	38.8	41.2	41.2	7.9	6.0
	ROW %	5.8	3.0	20.6	4.8	10.2	5.6	1.9	1.8	1.8	61.2	
	COLUMN %	3.1	2.7	1.9	2.1	3.9	2.3	8.3	9.6	28.8	4.6	3.3
CENTRAL	ESTIMATE	677	587	5807	1231	911	1238	8	2	0	7471	15873
	% STD ERR	26.9	28.2	9.1	16.1	19.9	16.0	*	*	0.0	7.2	5.1
	ROW %	4.3	3.7	36.6	7.8	5.7	7.8	0.1	0.0	0.0	47.1	
	COLUMN %	4.0	5.8	5.9	6.0	3.9	5.8	0.4	0.1	0.0	6.3	5.9
EASTERN	ESTIMATE	1988	1146	10911	2374	2948	2476	365	216	39	12121	28985
	% STD ERR	15.6	19.8	6.3	10.4	11.2	10.3	35.2	40.8	*	5.6	3.6
	ROW %	6.9	4.0	37.6	8.2	10.2	8.5	1.3	0.7	0.1	41.8	
	COLUMN %	11.9	11.2	11.2	11.7	12.6	11.6	17.5	13.0	7.1	10.3	10.8
EUROPEAN OFFICE	ESTIMATE	3	0	283	163	154	163	0	0	0	176	625
	% STD ERR	*	0.0	44.3	34.6	40.7	34.6	0.0	0.0	0.0	*	26.4
	ROW %	0.5	0.0	45.3	26.1	24.6	26.1	0.0	0.0	0.0	28.2	
	COLUMN %	0.0	0.0	0.3	0.8	0.7	0.8	0.0	0.0	0.0	0.1	0.2
GREAT LAKES	ESTIMATE	3193	2099	15949	3389	3453	3445	303	281	54	22556	47638
	% STD ERR	12.0	15.3	5.2	9.3	10.5	9.1	37.1	39.4	*	4.0	2.7
	ROW %	6.7	4.4	33.5	7.1	7.2	7.2	0.6	0.6	0.1	47.3	
	COLUMN %	19.1	20.3	19.3	16.6	14.8	16.2	14.5	16.9	9.8	19.1	17.8
NEW ENGLAND	ESTIMATE	759	419	3584	660	921	677	51	31	1	4319	9929
	% STD ERR	24.7	32.2	11.3	23.4	19.7	23.1	*	*	*	9.6	6.5
	ROW %	7.6	4.2	36.1	6.6	9.3	6.8	0.5	0.3	0.0	43.5	
	COLUMN %	4.5	4.1	3.7	3.2	3.9	3.2	2.4	1.9	0.2	3.7	3.7
NORTHWEST MOUNTAIN	ESTIMATE	1500	751	9794	1723	2497	1758	180	108	6	14063	28582
	% STD ERR	17.1	25.2	8.7	13.6	12.6	13.4	*	*	*	5.2	3.7
	ROW %	5.3	2.6	34.3	6.0	8.7	6.2	0.6	0.4	0.0	49.2	
	COLUMN %	9.0	7.4	10.0	8.5	10.7	8.3	8.6	8.5	1.1	11.9	10.7
SOUTHERN	ESTIMATE	2499	1717	15807	4054	4010	4120	338	252	180	15070	39844
	% STD ERR	14.4	17.0	5.1	8.2	9.6	8.1	36.3	39.4	*	5.1	3.1
	ROW %	6.3	4.3	39.7	10.2	10.1	10.3	0.8	0.6	0.5	37.8	
	COLUMN %	14.9	16.8	16.2	19.9	17.2	19.3	16.2	15.2	32.5	12.8	14.9

TABLE 2-33

BASE AIRPORT REGION VS. NON-HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1984

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
SOUTHWESTERN	ESTIMATE	2336	1041	15194	4234	4166	4503	325	323	87	18863	40647
	% STD ERR	14.1	21.3	5.2	7.6	8.8	7.5	37.0	37.2	*	4.7	3.0
	ROW %	5.7	2.6	37.4	10.4	10.2	11.1	0.8	0.8	0.2	41.5	
	COLUMN %	14.0	10.2	15.5	20.8	17.9	21.1	15.6	19.4	15.7	14.3	15.2
WESTERN-PACIFIC	ESTIMATE	3244	1870	18879	2483	3101	2763	340	270	49	19404	46376
	% STD ERR	12.1	16.2	4.6	10.6	11.6	10.2	38.7	45.6	*	4.3	2.8
	ROW %	7.0	4.0	40.7	5.4	6.7	6.0	0.7	0.6	0.1	41.8	
	COLUMN %	19.4	18.3	19.3	12.2	13.3	13.0	16.3	16.2	8.9	16.5	17.3
TOTALS	ESTIMATE	16728	10202	97798	20366	23337	21307	2084	1662	553	117805	267429
	% STD ERR	4.9	6.5	1.3	2.7	3.6	2.7	13.9	15.3	24.3	1.0	
	ROW %	6.3	3.8	36.6	7.6	8.7	8.0	0.8	0.6	0.2	44.1	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB - MARKER BEACON
ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROECEDURES.

APPENDIX A.1: FIRST MAILING COVER LETTER

U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

April 1985

Dear Aircraft Owner:

Enclosed is the annual General Aviation Activity and Avionics Survey for calendar year 1984. Data collected in the survey will be used for performing safety analyses, for determining the demand for air traffic facilities and services, and for assessing the impact of proposed regulatory changes on the general aviation fleet.

The survey of a statistical sample of around 10 percent of all general aviation aircraft is being mailed to owners. Because the sample is random it is possible that more than one of your aircraft may be selected or that your aircraft may be selected in successive years. This may happen in particular when there are a small number of aircraft of the type that you own. When more than one of your aircraft are selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the aircraft identified. If you cannot determine precisely an answer to a question, please make your best estimate.

If your aircraft was not in use during the year (e.g., in storage, dismantled, destroyed, exported, etc.) please check item 5, indicating the aircraft was not flown. If the aircraft was sold prior to January 1984, it would be quite helpful if you would write a note indicating this on the survey questionnaire. If your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator or forward these materials to that person or firm for completion.

Please return this questionnaire in the enclosed self-addressed postpaid envelope within 10 days. Because the survey is based on a sample of general aviation aircraft, your response is especially important to the accuracy of the results. A prompt response will eliminate the need for additional follow-up contacts. A high response rate will ensure the continued use of sampling methods to collect activity and avionics data.

The data gathered from this survey will be used only to produce summary statistics and not to disclose individual operations on your aircraft. We appreciate your cooperation.

Sincerely,

Lawrence Kelly
Manager, Management Standards
and Statistics Division, AMS-400

Enclosure

APPENDIX A.2: SECOND MAILING COVER LETTER

U.S. Department
of Transportation
Federal Aviation
Administration

800 Independence Ave., S.W.
Washington, D.C. 20591

May 1985

Dear Aircraft Owner:

In April the Federal Aviation Administration sent aircraft owners a questionnaire as part of its program to gather statistical information on the use and characteristics of the general aviation fleet.

You were one of the aircraft owners selected at random to receive a questionnaire. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. If you have already responded, please disregard this notice. We appreciate your cooperation.

Sincerely,

Lawrence Kelly
Manager, Management Standards
and Statistics Division, AMS-400

Enclosure

APPENDIX A.3: SURVEY QUESTIONNAIRE

1. CONTROL NUMBER

U.S. Department of Transportation
Federal Aviation Administration

GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY (As of December 31, 1984)

Form Approved
OMB NO. 2120-0060

This report is authorized by Section 311 of the Federal Aviation Act of 1958, as amended. While you are not required to respond, your cooperation is needed to make the results of this survey comprehensive, accurate and timely. Information collected in this survey will be used for statistical purposes only and not to disclose individual aircraft activity.

2. ☐ "X" here if you operate your aircraft principally as an air carrier (under FAR 121 or 127). If so, DO NOT complete remainder of form. However, please return to address shown below.

3. AIRCRAFT CHARACTERISTICS

INSTRUCTIONS: Please answer questions for the aircraft identified at right.
Mail the completed questionnaire in the enclosed postage paid envelope to →

Transportation Systems Center—GAF
Kendall Square
Cambridge, Massachusetts 02142

4. What what were the total lifetime airframe hours as of December 31, 1984? ..... HOURS

5. Was aircraft flown in Calendar Year 1984? *(Check one)*
1. ☐ Yes 2. ☐ No *(Skip to question 11)*

6. Did you own this aircraft for the entire year of 1984?
1. ☐ Yes 2. ☐ No
If "No," include previous owner's hours for 1984 in your estimates below.

7. How many hours did this aircraft fly in each of the categories below during Calendar Year 1984? HOURS

EXECUTIVE/CORPORATE TRANSPORTATION- Company flying with a professional crew transporting company personnel, guests, and cargo ..... a.	
BUSINESS TRANSPORTATION-Individual use of an aircraft for business transportation ..... b.	
PERSONAL-Individual flying for personal reasons ..... c.	
INSTRUCTIONAL-Flying with or under the supervision of a flight instructor *(excludes proficiency flying)* ..... d.	
AERIAL APPLICATION-Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc. ..... e.	
AERIAL OBSERVATION-Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing *(not Part 135)*, etc. ..... f.	
OTHER WORK USE-Construction work *(not part 135)*, helicopter hoist, aerial advertising, towing gliders, parachuting, etc. ..... g.	
COMMUTER AIR CARRIER-Performs at least five scheduled round trips per week between two or more points or carries mail ..... h.	
DEMAND AIR TAXI-All Part 135 passenger and cargo operations, including charter and excluding commuter air carrier ..... i.	
OTHER-Experimentation, R & D, testing, demonstrations, government, air shows, air racing, etc. ..... j.	
AIRCRAFT RENTAL BUSINESS-Commercial flying club, leased and rental aircraft activity. *(If you know the purpose of flight, assign hours to categories above. If not, enter hours here.)* ..... k.	

8. In Calendar Year 1984, what percentage of the flying time for this aircraft was flown in each of the following conditions? *(a, b, c, and d should add to 100%.)*

Instrument Meteorological Condition (IMC) Day .. a.	
Instrument Meteorological Condition (IMC) Night . b.	
Visual Meteorological Condition (VMC) Day ..... c.	
Visual Meteorological Condition (VMC) Night .... d.	
TOTAL	

9. Was this aircraft flown on an Instrument Flight Plan in 1984?
1. ☐ Yes 2. ☐ No
If "Yes," how many hours were flown on an Instrument Flight Plan? .....

10. What was this aircraft's average rate of fuel consumption (gal./hr.) during 1984? *(Report whole gals. only)* .....

11. In what state *(Abbreviation)* **or foreign country was this aircraft based as of December 31, 1984?** ....

12. AVIONICS EQUIPMENT CAPABILITY
("X" ALL boxes that reflect this aircraft's current capability. If none, check the last box in each group.)

VHF COMMUNICATIONS EQUIPMENT

VHF Communications System:	
360 Channels or less ..... a.	
720 Channels or more ..... b.	
More than one Communications System ..... c.	
No VHF Communications Equipment ..... d.	

TRANSPONDER EQUIPMENT

4096 Code ..... e.	
Altitude Encoding Equipment ..... f.	
No Transponder Equipment ..... g.	

NAVIGATION EQUIPMENT

VOR Receiver:	
100 Channels ..... h.	
200 Channels ..... i.	
More Than One VOR Receiver ..... j.	
Automatic Direction Finder (ADF) ..... k.	
Distance Measuring Equipment (DME) ..... l.	
Area Navigation Equipment (RNAV) ..... m.	
Long Range Navigation Equipment:	
LORAN C ..... n.	
OMEGA-VLE ..... o.	
Other (Doppler, INS, Other) ..... p.	
Radar Altimeter ..... q.	
Flight Director ..... r.	
Flight Management Computer ..... s.	
Weather Radar ..... t.	
No Navigation Equipment ..... u.	

ILS RECEIVING EQUIPMENT

Localizer ..... v.	
Marker Beacon ..... w.	
Glide Slope ..... x.	
Microwave Landing System ..... y.	
No ILS Receiving Equipment ..... z.	

FAA Form 1800-54 (12-84)

THANK YOU FOR YOUR COOPERATION

APPENDIX B
SAMPLE DESIGN

B.1 SAMPLE FRAME AND SIZE

The Aircraft Registration Master File, maintained by the FAA Mike Monroney Aeronautical Center in Oklahoma City, provided the sample frame, the list of aircraft from which the sample was selected, for the survey. This file is the official record of registered civil aircraft in the U.S., containing one record per aircraft.

Between the 1977 and 1978 survey cycles several changes occurred to this file which had an impact on the sample population and frame, and ultimately on the survey results. In January 1978, FAA implemented a new procedure for maintaining the file, known as triennial revalidation. Instead of requiring all owners to revalidate and update their aircraft registration annually, FAA required revalidation for only those owners who had not contacted the registry for 3 years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

1) The accuracy of owners' addresses deteriorated, causing the percentage of questionnaires returned by the post office to almost triple from 1977 to 1982. This partially accounted for the lower survey response rates experienced since 1977.

2) The file contained a residue of aircraft which under the old revalidation system would have been deregistered and purged from the file, but remained under the new system. Consequently, the population counts were inflated resulting in artificially large increases in the estimates of the number of active general aviation aircraft from 1977 to 1978, and from 1978 to 1979.

Also during this period the entire Aircraft Registration System was installed on a new computer system. At the same time, FAA modified many of the updating and processing procedures. It is quite possible that these changes affected the registration file, although it is not known in what way.

Finally, new legislation required two categories of aircraft, formerly ineligible, to be registered with the U.S. Registry, namely:

1) aircraft owned by individual citizens of foreign countries who are permanent residents of the U.S., and

2) aircraft owned by non-U.S corporations which are organized and doing business under U.S. law as long as the aircraft are based and used primarily in the U.S.

The definition of a registered general aviation aircraft changed from 1977 to 1978 to include the two new groups. It is estimated that these aircraft comprise less than one half percent of the general aviation fleet.

Thus, these changes discussed above affected the contents of the Aircraft Registration Master File and consequently the survey results. While it is difficult

to quantify the effects of the changes, FAA estimates that they caused the survey results to overestimate population and hours flown by not more than five percent.

All aircraft identified as general aviation in the file according to the definition in Section 1.2.1 comprise the sample frame with the following exceptions:

1) Aircraft registered to dealers.

2) Aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name.

3) Aircraft with a known inaccurate owner's address.

4) Aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information.

For calendar year 1984, the sample frame consisted of 267,429 general aviation aircraft records from which 33,996 records were sampled, yielding a 12.7 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

The sample design employed was a stratified, systematic design from a random start. The sample was selected from a two-way stratified frame matrix. The two stratification criteria were:

1) State or territory of aircraft registration.

2) A variable called the make-model index constructed from a combination of the computed aircraft type and the Service Difficulty Reporting (SDR) aircraft manufacturer/model group.

The 54 levels of the state criterion and the 375 levels of the make-model index yielded a matrix of 54 by 375 or 20,250 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by state and by make-model index, and not on population. Hence, the sample was not proportional to size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells, yielding a final sample size of 33,996 general aviation aircraft.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in

TABLE B-1. SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT TYPE

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
Piston			
1 engine, 1 - 3 seats	86,332	9,919	11.5
1 engine, 4+ seats	121,334	12,228	10.0
2 engines, 1 - 6 seats	18,930	3,170	16.8
2 engines, 7+ seats	10,180	2,077	20.4
Other Piston	392	165	42.1
Turboprop			
2 engines, 1-12 seats	5,131	753	14.7
2 engines, 13+ seats	691	219	31.7
Other Turboprop	195	46	23.6
Turbojet			
2 engines	3,946	767	19.4
Other Turbojet	900	204	22.7
Rotorcraft			
Piston	5,516	996	18.1
Turbine	4,774	936	19.6
Other	8,259	2,516	30.5
TOTAL	267,429	33,996	12.7

TABLE B-2. SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	8,741	2,142	24.5
Central	15,836	2,140	13.5
Eastern	29,092	4,451	15.3
European (Foreign)	618	68	11.0
Great Lakes	47,854	4,930	10.3
New England	9,860	3,255	33.0
Northwest Mountain	28,544	3,505	12.3
Southern	39,907	4,910	12.3
Southwestern	40,935	3,333	8.1
Western-Pacific	46,037	5,262	11.4
TOTAL	267,429	33,996	12.7

Note: Column summations may differ from printed totals due to estimation procedures.

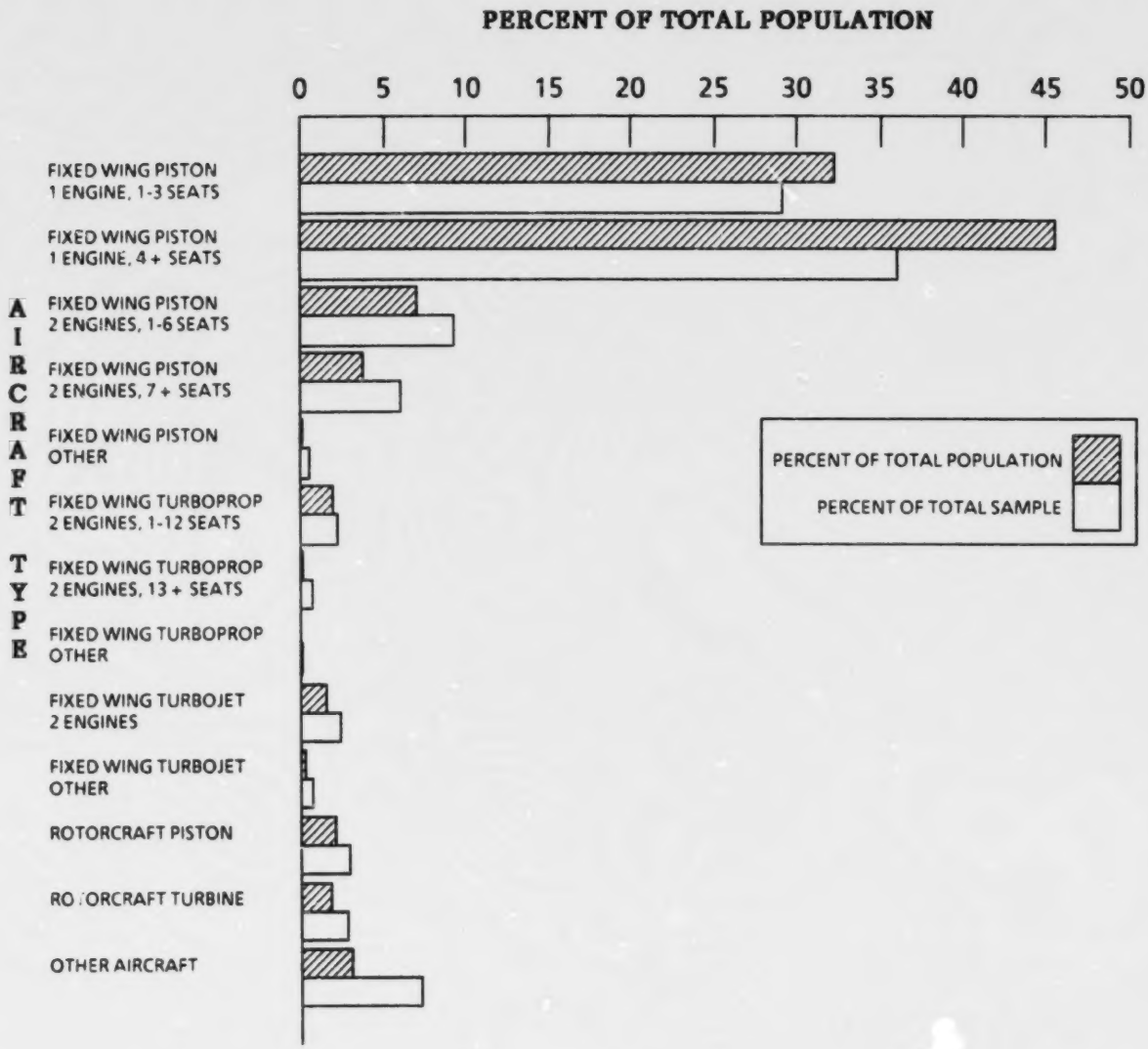

FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

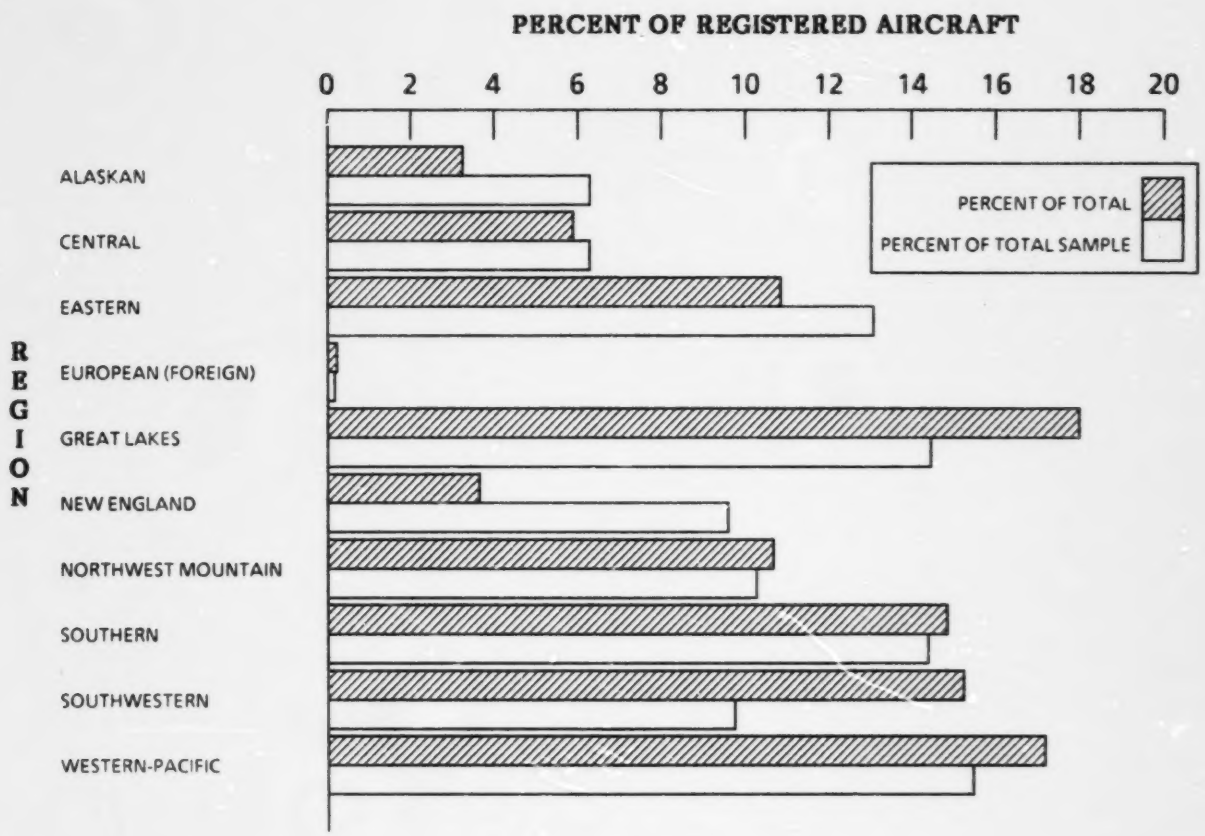

FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTION BY REGION OF REGISTERED AIRCRAFT

the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the cell, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The weight adjustment is described below:

1) Non-respondents' weights were changed to zero.

2) The weights of all responding aircraft were adjusted uniformly by dividing the initial weight by the response rate for the cell.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures.

B.3 ERROR

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors.[1] Sampling errors occur because the estimates are based on a sample -- not the entire population. Non-sampling errors arise from a number of sources such as non-response, inability or unwillingness of respondents to provide correct information, differences in interpretation of questions, mistakes in recording or coding the data obtained, and others. The following sections discuss the two types of errors.

B.3.1 Sampling Error

In a designed survey, the sampling error associated with an estimate is generally unknown, but a measurable quantity known as the standard error is often used as a guide to the magnitude of sampling error. The standard error measures the variation which would occur among the estimates from all possible samples of the same design from the same population. It thus measures the precision with which an estimate approximates the average result of all possible samples or the result of a survey in which all elements of the population were sampled.

Through sample design techniques, the statistician can control the sizes of standard errors on a few key variables, known as design variables, in the survey. In the General Aviation Activity and Avionics Survey, the design variables were the mean annual hours flown per aircraft by aircraft type, by aircraft manufacturer/model characteristics, and by state of aircraft registration. The sample was designed to produce standard errors on these variables at levels specified by the FAA. No controls were placed on the standard errors of the non-design variables.

Thus, every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for

[1] Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, (Washington, DC, 1974), pp. 11-14.

all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error multiplied by 100 divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

An estimate and its standard error make it possible to construct an interval estimate with prescribed confidence that the interval will include the average value of the estimate from all possible samples of the population. Table B-3 below shows selected interval widths and their corresponding confidence.

TABLE B-3. CONFIDENCE OF INTERVAL ESTIMATES

WIDTH OF INTERVAL	APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES AVERAGE VALUE
1 Standard error	68%
2 Standard errors	95%
3 Standard errors	99%

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be $2936 \pm 2(185)$ or (2566, 3306). One would say that the number of active rotorcraft with piston engines lies somewhere between 2566 and 3306 with 95 percent confidence.

B.3.2 Non-Sampling Error

Non-sampling error can be reduced through survey design, although the amount of reduction is difficult, if not impossible, to quantify in any given design. Nevertheless, through controlled experiments, various techniques have been identified which limit non-sampling error. Several of these techniques were incorporated into the design of the general aviation survey and are itemized below:

- A second mailing to non-respondents was conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. A total of 59.5 percent of those aircraft sampled responded to a least one question of the survey. The 1984 rate marks a decline over the 80 percent response achieved in 1977, the first year of the survey. Possible causes of the decrease include:

  1) The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This caused a gradual increase in the percentage of questionnaires returned undelivered by the postmaster from around 1.6 percent in 1977 to 6.8 percent in 1981, hence decreasing the response rate. The percentage of post-master returns for 1984 (5.9%) shows a slight decline from the 1981 level, but is still significantly higher than in 1977.

2) Repeated sampling of aircraft in 2 and possibly 3 or 4 successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1984 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. The lowest response rate for any region was 44.1 percent for the European (Foreign) region due to mail delivery difficulties. The Alaskan Region rate was low at 49.7 percent for similar reasons. These two regions together, however, represented only about 3.5 percent of the U.S. general aviation fleet. Three aircraft types had response rates of less than 50 percent, fixed wing twin engine piston aircraft with seven or more seats, the other fixed wing turboprop group, and the rotorcraft turbine group. These three groups, however, represent only 5.7 percent of the fleet.

- The survey questionnaire was designed and tested to minimize misinterpretation of questions by the aircraft owners.

- To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed them that the intended use of the responses was "only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records."[1]

- Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.

- The official and most accurate source of information available on the general aviation fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

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[1]See Appendix A.1.

TABLE B-4. RESPONSE RATES BY REGION

REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	49.7	New England	63.1
Central	66.0	Northwest Mountain	57.9
Eastern	59.4	Southern	56.6
European (Foreign)	44.1	Southwestern	57.6
Great Lakes	65.0	Western-Pacific	58.4
		TOTAL	59.5

TABLE B-5. RESPONSE RATES BY AIRCRAFT TYPE

AIRCRAFT TYPE	RESPONSE RATE (%)	AIRCRAFT TYPE	RESPONSE RATE (%)
Fixed Wing			
Piston		Turbojet	
1 engine, 1-3 seats	64.1	2 engines	62.3
1 engine, 4+ seats	60.2	Other	52.5
2 engines, 1-6 seats	56.0		
2 engines, 7+ seats	46.8	Rotorcraft	
Other	52.1	Piston	54.7
		Turbine	49.9
Turboprop			
2 engines, 1-12 seats	60.7	Other	58.4
2 engines, 13+ seats	53.0		
Other	47.8	TOTAL	59.5

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
FAA REGIONAL BOUNDARIES
Including Locations of Regional Headquarters and Centers
Alaskan Region
AAL
Anchorage
ANM
(Northwest Mountain)
Seattle
AWP
(Western-Pacific)
Los Angeles
ACE
(Central)
Denver
Kansas City
ASW
(Southwest)
Oklahoma City
Ft. Worth
AGL
(Great Lakes)
Chicago
ASO
(Southern)
Atlanta
1/
AEA
(Eastern)
New York
Atlantic City
ANE
(New England)
Boston
Legend
Regional Office
Mike Monroney Aeronautical Center
Federal Aviation Administration Technical Center
Regional Boundary
1/ Includes Puerto Rico, the Republic of Panama, and the Virgin Islands

APPENDIX D
SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) AIRCRAFT GROUP NAMES AND THE FAA AIRCRAFT MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN SEVERAL OF THE TABLES IN THE BODY OF THIS REPORT.

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

SDR	FAA
ADAMS A50S	050101
ADAMS A50S	050103
ADAMS A50S	050105
ADAMS AB	050100
ADAMSTT11	950104
AERORSJ2	500604
AEROSP262	380502
AEROSP262	380524
AEROSP262	380526
AEROSP601	680661
AEROSPAS355	680810
AEROSPSA316	680207
AEROSPSA316	680515
AEROSPSA316	680605
AEROSPSA316	680607
AEROSPSA316	680615
AEROSPSA360	680662
AEROSPSA365	680669
AERPEGM100S	200506
AERSPC377	180208
AETNA 2SA	220102
AGUSTA A109	280109
AGUSTA206AGS	280301
AIR&SPACE 18	440104
AIRBLDPRNCX	320102
AIRBUS300	930104
AIRBUS300	930106
AIRBUS300	930306
AIRMECA1	400102
AIRMECA1	400106
AIRMECA1	400108
AIRMECA1	400113
AIRMECA1	400302
AIRPTSA	144202
AIRPTSA	144204
AIRPTSA	144206
AIRPTSA	850102
AIRPTSA	850104
AIRPTSA	850106
AIRPTSA	850108
AIRPTSA	850110
AIRPTSA	850112
AIRPTSA	850114
AIRPTSA	850118
AIRPTSA	850120
AIRPTSA	850122
AIRPTSA	570620
AIRPTSA	570624
AIRTRCAT300	390101
AIRTRCAT300	390103
AIRTRCAT300	390104
AIRTRCAT400	390202
AIRTRCAT400	390203
ALCAIRARGO	530102
AMD FALC10	730101
AMD FALC20	720302
AMD FALC20	720304
AMD FALC20	720305
AMD FALC20	720306
AMD FALC20	730103
AMD FALC50	730106
AMEGLEEAGLET	650102
AMEGLEEAGLET	650104
AMEGLEEAGLET	650106
AMEGLEEAGLET	650108
AMERANS56	580104
AMERAPPILGRM	620104
AMTR 3A	5601BP
AMTR 850	586042
AMTR A4C	710110
AMTR AA4	5637P8
AMTR AN1	0401RZ
AMTR AOP	881210
AMTR B	564405
AMTR B10	566605
AMTR BIPE	5601ZE
AMTR C2	563781
AMTR DK1	564406
AMTR EASY2	583804
AMTR H2	301806
AMTR HP11	564752
AMTR HUMMER	564475
AMTR JM101	5601UN
AMTR KV3	560887
AMTR LGTHZR	564573
AMTR P51X	690462
AMTR QCKSLV	5655P4
AMTR REPDGA	566171
AMTR RICE	5601YQ
AMTR RS15	5647AL
AMTR S14	566157
AMTR SCMFRT	56134R
AMTR SHARK	564522
AMTR SNOOP2	5613DZ
AMTR SPAD7	5608A7
AMTR SPTBPL	5655D1
AMTR TMK	220120
AMTR TRPBRD	561338
AMTR VAN	561383
AMTR WD6	56013R
AMTR ZIA	130240
AMTR ZUNI	130202
AMTR ZUNI	130230
AMTRBSCONCPT	240104
AMTRDNBD2	5601GX
AMTRPIAX3	5604T4
AMTRPIAX3	5604T8
AMTRPIAX3	5604UQ
AMTRPIAX3	5637C2
AMTRPIAX3	5637C9
AMTRPIAX3	001213
AMTRSAPLAYBY	6502M1
AMTRWTDFA	790161
AMTRXPCUBEAA	561186
ANDGRN14	740102
ARACFTSPORT	840102
ARACFTSPORT	840110
ARCTICS1A	850202
ARCTICS1A	850204
ARCTICS1A	850206
ARCTICS1A	850208
ARCTICS1A	850210
ARCTICS1A	850212
ARCTICS1A	850216
ARCTICS1B1	850302
ARCTICS1B1	850308
ARCTICS1B2	850303
ARMWHT650101	820122
AROCARAROCAR	100102
AROCARAROCAR	100104
ARONCA15	191202
ARONCA15	191204
ARONCA58	191002
ARONCA58	191006
ARONCA58	191008
ARONCA58	191010
ARONCA65	190802
ARONCA65	190902
ARONCA65	190906
ARONCA65	190908
ARONCA65	190910
ARONCA65	190914
ARONCA65	190918
ARONCA65	191014
ARONCA65	191016
ARONCAC2	190102
ARONCAC2	190104
ARONCAC3	190302
ARONCAF	190702
ARONCALB	190804
ARONCALC	190806
ARONCAM	190504
AUGSBGK1680	020101
AUGSBUK830	5604MR
AVIANWCLIPPR	900108
AVIANWFALCON	900102
AVIANWSKYHWK	900104
AYRES S2	143006
AYRES S2	143010
AYRES S2	143012
AYRES S2	143022
AYRES S2	970100
AYRES S2	970101
AYRES S2	970105
AYRES S2	970106
AYRES S2	970107
AYRES S2	970202
AYRES S2	970210
AYRES S2	970215
AYRES S2	630202
AYRES S2	630203
AYRES S2	630303
AYRES S2	380202
AYRES S2	380204
AYRES S2	380206
AYRES S2	380302
AYRES S2	380306
BAC 111	480202
BAC 111	480204
BAC 111	480208
BAC 111	480210
BAC 111	480218
BAC 111	480268
BAC 111	480273
BAC 111	480277
BAC 111	480283
BAG B206	121223
BAG B206	121224
BAG DH125	230170
BALWKSFIREFY	050100
BALWKSFIREFY	050101
BALWKSFIREFY	050103
BALWKSFIREFY	050104
BALWKSFIREFY	050107
BALWKSFIREFY	050109
BALWKSFIREFY	0501A9
BARNADDC1	030104
BARTLTLC13	050102
BBAVIA11	191102
BBAVIA11	191104
BBAVIA11	191108
BBAVIA11	191112
BBAVIA11	140404
BBAVIA402	110204

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
BBAVIA7	110102
BBAVIA7	110106
BBAVIA7	110108
BBAVIA7	110116
BBAVIA7	110120
BBAVIA7	110124
BBAVIA7	110126
BBAVIA7	110130
BBAVIA7	1101MW
BBAVIA7	1101N8
BBAVIA7	1101NG
BBAVIA7	1101NN
BBAVIA7	1101NS
BBAVIA7	1101P3
BBAVIA7	1101PH
BBAVIA7	1101PK
BBAVIA7	1101PN
BBAVIA7	1101PT
BBAVIA7	1101PY
BBAVIA8	220803
BBAVIA8	110812
BCRAFTHB	110102
BEAGLE121	120424
BEAGLE121	120425
BEECH 100	152915
BEECH 100	152916
BEECH 100	152919
BEECH 17	150504
BEECH 17	150508
BEECH 17	150512
BEECH 17	150516
BEECH 17	150524
BEECH 17	150534
BEECH 17	150538
BEECH 17	150550
BEECH 17	150554
BEECH 17	150556
BEECH 17	150558
BEECH 17	150564
BEECH 18	150202
BEECH 18	150204
BEECH 18	150702
BEECH 18	150902
BEECH 18	150904
BEECH 18	150909
BEECH 18	150911
BEECH 18	150913
BEECH 18	151001
BEECH 18	151004
BEECH 18	151006
BEECH 18	151007
BEECH 18	151008
BEECH 18	151010
BEECH 18	151011
BEECH 18	151012
BEECH 18	151013
BEECH 18	151014
BEECH 18	151016
BEECH 18	151018
BEECH 18	151019
BEECH 18	151020
BEECH 18	151021
BEECH 18	151022
BEECH 18	151023
BEECH 18	151024
BEECH 18	151026
BEECH 18	151040
BEECH 18	151042
BEECH 18	151044
BEECH 1900	154160
BEECH 1900	154161
BEECH 200	152920
BEECH 200	152921
BEECH 200	152922
BEECH 200	152924
BEECH 200	152926
BEECH 200	152928
BEECH 23	151202
BEECH 23	151204
BEECH 23	151206
BEECH 23	151212
BEECH 23	151214
BEECH 23	151215
BEECH 23	151216
BEECH 23	151226
BEECH 23	151240
BEECH 23	151242
BEECH 23	151250
BEECH 23	151252
BEECH 23	151253
BEECH 23	151254
BEECH 300	152930
BEECH 33	151402
BEECH 33	151404
BEECH 33	151406
BEECH 33	151408
BEECH 33	151410
BEECH 33	151422
BEECH 33	151423
BEECH 33	151424
BEECH 33	151426
BEECH 33	151432
BEECH 33	151434
BEECH 33	151436
BEECH 35	151502
BEECH 35	151504
BEECH 35	151506
BEECH 35	151508
BEECH 35	151510
BEECH 35	151512
BEECH 35	151514
BEECH 35	151516
BEECH 35	151518
BEECH 35	151520
BEECH 35	151522
BEECH 35	151524
BEECH 35	151526
BEECH 35	151528
BEECH 35	151530
BEECH 35	151532
BEECH 35	151538
BEECH 35	151540
BEECH 35	151544
BEECH 35	151546
BEECH 35	151548
BEECH 36	151602
BEECH 36	151603
BEECH 36	151604
BEECH 36	151605
BEECH 36	151606
BEECH 36	151607
BEECH 36	151609
BEECH 45	152002
BEECH 45	152006
BEECH 45	152008
BEECH 45	152010
BEECH 45	152012
BEECH 45	152013
BEECH 45	152014
BEECH 50	152502
BEECH 50	152506
BEECH 50	152510
BEECH 50	152512
BEECH 50	152516
BEECH 50	152518
BEECH 50	152520
BEECH 50	152522
BEECH 50	152524
BEECH 50	152530
BEECH 50	152532
BEECH 50	152534
BEECH 50	152536
BEECH 55	152702
BEECH 55	152704
BEECH 55	152706
BEECH 55	152708
BEECH 55	152729
BEECH 55	152730
BEECH 55	152732
BEECH 56	152736
BEECH 56	152738
BEECH 56	152740
BEECH 58	152744
BEECH 58	152746
BEECH 60	153602
BEECH 60	153604
BEECH 60	153606
BEECH 65	152802
BEECH 65	152803
BEECH 65	152805
BEECH 76	153005
BEECH 77	153007
BEECH 80	152806
BEECH 80	152807
BEECH 80	152808
BEECH 80	152809
BEECH 80	152812
BEECH 90	152908
BEECH 90	152909
BEECH 90	152912
BEECH 90	152913
BEECH 90	152914
BEECH 95	153402
BEECH 95	153404
BEECH 95	153406
BEECH 95	153408
BEECH 95	153410
BEECH 99	154002
BEECH 99	154003
BEECH 99	154004
BEECH 99	154006
BELL 206	181579
BELL 214	182100
BELL 214	182105
BELL 222	182124
BELL 222	182140
BELL 47	180602
BELL 47	180604
BELL 47	180606
BELL 47	180702
BELL 47	180802

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
BELL 47	180813
BELL 47	181002
BELL 47	181008
BELL 47	181011
BELL 47	181012
BELL 47	181014
BELL 47	181024
BELL 47	181025
BELL 47	181026
BELL 47	181028
BELL 47	181029
BELL 47	181030
BELL 47	181031
BELL 47	181032
BELL 47	181034
BELL 47	181102
BELL 47	181104
BELL 47	181106
BELL 47	181202
BELL P63	180202
BELL P63	180204
BELL 204	181402
BELL 204	181404
BELL 205	181414
BELL 206	181502
BELL 206	181506
BELL 206	181508
BELL 206	181511
BELL 206	181522
BELL 206	182107
BELL 206	182108
BELL 212	181420
BELL 214ST	182106
BELL 222	182122
BELL 412	182202
[illegible]IMONDC81	370152
BLANCA11	191110
BLANCA1412	200902
BLANCA1413	201002
BLANCA1413	201004
BLANCA1413	201006
BLANCA1419	220402
BLANCA1419	220404
BLANCA1419	220406
BLANCA1419	220408
BLANCA1419	080102
BLANCA1419	080104
BLANCA1419	080106
BLANCA1419	080108
BLANCA1419	080112
BLANCA1419	080114
BLANCA1419	080116
BLANCA1419	080118
BLANCA1419	080122
BLANCA1419	080124
BLANCA1419	080125
BLANCA1419	080128
BLANCA1419	580806
BLANCA1419	580808
BLANCA149	200802
BLANCA149	200804
BLANCA17	220432
BLANCA17	220433
BLANCA17	220434
BLANCA17	220435
BLANCA17	220436
BLANCA17	220437
BLANCA51	740151
BLANCA51	225051
BLANCA7	220438
BLANCA7	220480
BLANCA7	220501
BLANCA7	220601
BLANCA7	220701
BLANCA7	110104
BLANCA7	110110
BLANCA7	110112
BLANCA7	110114
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BLANCA7	110136
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BLANCA7	110154
BLANCA7	110158
BLANCA7	110162
BLANCA7	110164
BLANCA7	110166
BLANCA7	110168
BLANCA7	110170
BLANCA7	110172
BLANCA7	1101MA
BLANCA7	1101ML
BLANCA7	1101N2
BLANCA7	1101N7
BLANCA7	1101NB
BLANCA7	1101NM
BLANCA7	1101NX
BLANCA7	1101PC
BLANCA8	220801
BLANCAPACMKR	200202
BLANCAPACMKR	200702
BLANCASKYRKT	200402
BLANCASKYRKT	200602
BNORM BN2	520202
BNORM BN2	520204
BNORM BN2	520205
BNORM BN2	520207
BNORM BN2	520209
BNORM BN2	520210
BNORM BN2	520215
BNORM BN2	520220
BNORM BN2	520221
BNORM BN2	520226
BNORM BN2	520227
BNORM BN2	520302
BNORM BN2	520350
BNORM BN2	080221
BNORM BN2	080227
BNORM BN2MK3	520203
BNORM BN2MK3	520208
BOARD XJL1	320104
BOEING100	381902
BOEING107	420602
BOEING107	420604
BOEING234	385049
BOEING307	381102
BOEING42	420102
BOEING707	38360H
BOEING707	38360N
BOEING707	38360P
BOEING707	38360T
BOEING707	38361G
BOEING707	38365B
BOEING707	38365D
BOEING707	38365H
BOEING707	38365K
BOEING707	38366B
BOEING707	38366C
BOEING707	38366F
BOEING707	38366H
BOEING707	38367B
BOEING707	38367C
BOEING707	38367D
BOEING707	38367F
BOEING707	38367G
BOEING707	38367M
BOEING707	38367N
BOEING707	38367S
BOEING707	38368D
BOEING707	38368H
BOEING720	383810
BOEING720	383818
BOEING720	383822
BOEING720	383826
BOEING720	383830
BOEING720	383857
BOEING720	383869
BOEING720	383877
BOEING727	384002
BOEING727	384003
BOEING727	384004
BOEING727	384006
BOEING727	384008
BOEING727	38400C
BOEING727	38400E
BOEING727	38400F
BOEING727	38400H
BOEING727	38400K
BOEING727	384010
BOEING727	384012
BOEING727	384014
BOEING727	384016
BOEING727	384017
BOEING727	384030
BOEING727	384035
BOEING727	384036
BOEING727	384058
BOEING727	384063
BOEING727	384073
BOEING727	384074
BOEING727	384075
BOEING727	384076
BOEING727	384077
BOEING727	384078
BOEING727	384079
BOEING727	38407E
BOEING727	38407G
BOEING727	384082
BOEING727	384084
BOEING727	384085
BOEING727	38408D
BOEING727	38408F
BOEING727	38408J
BOEING727	38408N
BOEING727	38408S
BOEING727	3840XY
BOEING727	384481
BOEING737	384435
BOEING737	384453
BOEING737	384454
BOEING737	384459
BOEING737	384473

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
BOEING737	384479
BOEING737	384480
BOEING737	38448B
BOEING737	38448D
BOEING737	38448G
BOEING737	38448M
BOEING737	38448P
BOEING737	38448R
BOEING737	38448V
BOEING737	384492
BOEING737	384550
BOEING737	384560
BOEING747	384802
BOEING747	384807
BOEING747	384810
BOEING747	384813
BOEING747	384815
BOEING747	384823
BOEING747	384856
BOEING747	384866
BOEING747	384871
BOEING747	384873
BOEING747	384874
BOEING747	384881
BOEING747	384888
BOEING747	384890
BOEING747	384895
BOEING747	384898
BOEING747	384903
BOEING747	384920
BOEING75	380102
BOEING75	380104
BOEING75	380106
BOEING75	380108
BOEING75	380112
BOEING75	380116
BOEING75	380118
BOEING75	380120
BOEING75	380122
BOEING75	380124
BOEING75	380131
BOEING75	380132
BOEING75	380134
BOEING75	380136
BOEING75	380137
BOEING75	380140
BOEING75	380142
BOEING75	380144
BOEING75	380146
BOEING75	380148
BOEING75	380150
BOEING75	380152
BOEING75	380154
BOEING757	384950
BOEING757	384959
BOEING767	385122
BOEING767	385123
BOEING767	385132
BOEINGB17	380204
BOEINGC97	381604
BOEINGC97	381605
BOEINGC97	381611
BOEINGYL15	380810
BOEINXH47	090202
BOLKMS117	826010
BOLKMS209	826007
BRKOWJR	400202
BRAERO748	500248
BRAERO748	231001
BRAERODH125	500205
BRANTLY B2	440502
BRANTLY B2	440504
BRANTLY B2	440506
BRASOVIS28	490102
BRASOVIS29	490106
BRWSTRFLEE10	462004
BRWSTRFLEET1	461104
BRWSTRFLEET2	461202
BRWSTRFLEET2	461204
BRWSTRFLEET7	461502
BRWSTRFLEET7	461504
BRWSTRFLEET7	461512
BRWSTRFLEET8	461802
BRWSTRFLEET8	461804
BRWSTRFLEET9	461902
BUHL CA3	650302
BUHL LA1	651002
BUKER 131	590104
BUKER 131	590114
BUKER 133	590328
BURNS BA42	5601D3
BUSHMS2000	350406
BUTLERBHAWK	720102
CAMAIR480	890102
CAMROND50	880114
CAMRONMODELO	880104
CAMRONMODELO	880106
CAMRONMODELO	880108
CAMRONMODELO	880110
CAMRONMODELO	880112
CAMRONMODELO	880113
CAMRONMODELO	880120
CAMRONMODELO	880122
CAMRONMODELO	880201
CAMRONMODELO	880202
CAMRONMODELO	880203
CAMRONMODELO	880204
CAMRONMODELO	880225
CARMAMM200	981008
CASA C212	410200
CASA C212	410202
CASA C212	410304
CENTRL26	180604
CESSNA120	071402
CESSNA140	071602
CESSNA140	071604
CESSNA150	071802
CESSNA150	071804
CESSNA150	071806
CESSNA150	071808
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CESSNA150	071822
CESSNA150	071824
CESSNA150	071826
CESSNA150	071828
CESSNA150	071830
CESSNA150	071831
CESSNA150	071835
CESSNA150	071836
CESSNA170	072302
CESSNA170	072304
CESSNA170	072306
CESSNA172	072202
CESSNA172	072402
CESSNA172	072404
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CESSNA172	072413
CESSNA172	072414
CESSNA172	072416
CESSNA172	072418
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CESSNA172	072424
CESSNA172	072426
CESSNA172	072429
CESSNA172	072430
CESSNA172	072431
CESSNA172	072432
CESSNA172	072434
CESSNA172	072436
CESSNA172	072437
CESSNA172	072438
CESSNA17E	072502
CESSNA175	072504
CESSNA175	072506
CESSNA175	072508
CESSNA177	073704
CESSNA177	073706
CESSNA177	073708
CESSNA177	073709
CESSNA180	072602
CESSNA180	072604
CESSNA180	072606
CESSNA180	072608
CESSNA180	072610
CESSNA180	072612
CESSNA180	072614
CESSNA180	072616
CESSNA180	072618
CESSNA180	072622
CESSNA180	072624
CESSNA182	072702
CESSNA182	072704
CESSNA182	072706
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CESSNA182	072728
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CESSNA182	072731
CESSNA182	072732
CESSNA182	072734
CESSNA182	072735
CESSNA182	072738
CESSNA182	075802
CESSNA182	075808
CESSNA182	075814
CESSNA182	075818
CESSNA185	072802

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
CESSNA185	072804
CESSNA185	072806
CESSNA185	072808
CESSNA185	072812
CESSNA185	072816
CESSNA185	072818
CESSNA185	072821
CESSNA188	073002
CESSNA188	073004
CESSNA188	073005
CESSNA188	073006
CESSNA188	073007
CESSNA188	073008
CESSNA188	073010
CESSNA188	073011
CESSNA188	073012
CESSNA190	072902
CESSNA195	073102
CESSNA195	073106
CESSNA195	073108
CESSNA195	073110
CESSNA195	073112
CESSNA205	073202
CESSNA205	073204
CESSNA206	073302
CESSNA206	073304
CESSNA206	073306
CESSNA206	073308
CESSNA206	073309
CESSNA206	073310
CESSNA206	073311
CESSNA206	073312
CESSNA206	073313
CESSNA206	073316
CESSNA206	073318
CESSNA206	073322
CESSNA206	073324
CESSNA206	073332
CESSNA206	073333
CESSNA206	073334
CESSNA206	073338
CESSNA206	073340
CESSNA206	073342
CESSNA206	073344
CESSNA206	073346
CESSNA206	073348
CESSNA206	073350
CESSNA206	073352
CESSNA206	073353
CESSNA206	073356
CESSNA206	073357
CESSNA207	073602
CESSNA207	073604
CESSNA207	073612
CESSNA207	073614
CESSNA210	073402
CESSNA210	073404
CESSNA210	073406
CESSNA210	073408
CESSNA210	073410
CESSNA210	073412
CESSNA210	073414
CESSNA210	073416
CESSNA210	073418
CESSNA210	073422
CESSNA210	073430
CESSNA210	073432
CESSNA210	073436
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CESSNA210	073447
CESSNA210	073448
CESSNA210	073449
CESSNA210	073450
CESSNA210	073451
CESSNA210	073453
CESSNA210	073454
CESSNA210	073456
CESSNA303	073802
CESSNA305	073902
CESSNA305	074001
CESSNA305	074002
CESSNA305	074003
CESSNA305	074004
CESSNA305	074005
CESSNA305	074006
CESSNA305	074008
CESSNA305	074012
CESSNA305	074014
CESSNA305	074016
CESSNA305	074018
CESSNA305	074030
CESSNA310	074202
CESSNA310	074204
CESSNA310	074206
CESSNA310	074208
CESSNA310	074210
CESSNA310	074212
CESSNA310	074214
CESSNA310	074216
CESSNA310	074218
CESSNA310	074220
CESSNA310	074222
CESSNA310	074224
CESSNA310	074226
CESSNA310	074228
CESSNA310	074230
CESSNA310	074234
CESSNA310	074238
CESSNA310	074240
CESSNA310	074242
CESSNA310	074244
CESSNA310	074245
CESSNA310	074246
CESSNA320	074502
CESSNA320	074504
CESSNA320	074506
CESSNA320	074508
CESSNA320	074510
CESSNA320	074512
CESSNA320	074514
CESSNA320	074516
CESSNA325	074802
CESSNA335	075601
CESSNA336	075602
CESSNA337	075702
CESSNA337	075704
CESSNA337	075706
CESSNA337	075707
CESSNA337	075712
CESSNA337	075714
CESSNA337	075717
CESSNA337	075719
CESSNA337	075721
CESSNA337	075723
CESSNA337	075724
CESSNA337	075725
CESSNA337	075726
CESSNA337	075727
CESSNA337	075730
CESSNA337	075731
CESSNA337	075732
CESSNA337	075733
CESSNA340	076404
CESSNA340	076405
CESSNA401	07590C
CESSNA401	07590D
CESSNA401	07590E
CESSNA402	07590K
CESSNA402	07590L
CESSNA402	07590M
CESSNA402	07590P
CESSNA402	07590R
CESSNA404	075901
CESSNA411	075902
CESSNA411	075904
CESSNA414	075907
CESSNA414	075908
CESSNA421	076010
CESSNA421	076012
CESSNA421	076014
CESSNA421	076018
CESSNA425	076018
CESSNA441	076020
CESSNA500	076802
CESSNA500	076804
CESSNA501	076805
CESSNA550	076802
CESSNAAW	070502
CESSNAT303	073803
CESSNAT37	074321
CESSNAT50	071302
CESSNAT50	071306
CESSNAT50	071308
CESSNAUC77	070702
CESSNAUC77	070802
CESSNAUC94	070902
CESSNAUC94	071002
CESSNAUC94	071102
CHILD S1	110100
CHILD S1	110301
CHILD S1	110303
CHILD S2	110201
CHILD S2	110202
CHILD S2	110304
CLARK 1000	230102
CLARK 12	230302
CNDAIRCL44	900102
CNDAIRCL600	900302
COAIRE3C	350102
COAIRE3C	350104
COAIRE3C	350106
COAIRE5C	350202
COLT 77A	300102
COMWTH175	370402
COMWTH180	370502
COMWTH180	370504
COMWTH185	370602
COMWTH185	370604
COMWTH185	370608
COMWTH190	370704
COMWTH7000	371206

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
COMWTH9000	371422
CONAERC1	110102
CONAERC2	110202
CONAERLA4	400102
CONAERLA4	400108
CONAERLA4	110302
CONAERLA4	110304
CONAERLA4	110306
CONAERLA4	110310
CONAERLA4	110312
CONAERLA4	110320
CORCRNGLIDER	480102
CORCRNGLIDER	480122
CORCRNGLIDER	480126
CUNHAMPT6	580104
CURTIS22	620202
CURTISC46	622601
CURTISC46	622602
CURTISC46	622604
CURTISC46	622608
CURTISC46	622610
CURTISC46	622701
CURTISC46	622702
CURTISC46	622708
CURTISC46	622710
CURTISFLGLNG	620302
CURTISJR	620502
CURTISO52	622002
CURTISP40	622202
CURTISP40	622203
CURTISP40	622206
CURTISROBIN	620802
CURTISROBIN	620806
CURTISROBIN	620812
CURTISSEDAN	620904
CURTISTRVAIR	621004
CURTISTRVAIR	621006
CURTISTRVAIR	621010
CURTISTRVAIR	621012
CURTISTRVAIR	621104
CURTISTRVAIR	621108
CURTISTRVAIR	621204
CURTISTRVAIR	621302
CURTISTRVAIR	621304
CURTISTRVAIR	621308
CURTISTRVAIR	621402
CURTISTRVAIR	621404
CURTISTRVAIR	621502
CURTISTRVAIR	621506
CURTISTRVAIR	621508
CURTISTRVAIR	621602
CURTISTRVAIR	621604
CURTISTRVAIR	621606
CURTISTRVAIR	621702
CURTISTRVAIR	621704
CURTISTRVAIR	621802
CURTISTRVAIR	621804
CURTISTRVAIR	621806
CURTISTRVAIR	621808
CURTISTRVAIR	621810
CURTISTRVAIR	C21814
CURTISTRVAIR	621818
CURTISTRVAIR	621820
CURTISTRVAIR	621822
CURTISTRVAIR	621824
CURTISTRVAIR	621826
CURTISTRVAIR	621830
CURTISTRVAIR	621902

SDR	FAA
CURTISTRVAIR	621904
CURTISTRVAIR	621908
CVAC 22	423302
CVAC 22	423304
CVAC 240	422601
CVAC 240	422602
CVAC 240	422604
CVAC 240	422608
CVAC 240	422610
CVAC 240	422612
CVAC 240	422628
CVAC 240	422633
CVAC 240	422642
CVAC 240	422644
CVAC 240	422647
CVAC 30	423202
CVAC 30	423204
CVAC 340	422704
CVAC 340	422708
CVAC 340	42270A
CVAC 340	422742
CVAC 440	422902
CVAC 440	422904
CVAC B24	422502
CVAC BT13	420202
CVAC BT13	420204
CVAC BT13	420206
CVAC BT13	420208
CVAC BT13	420222
CVAC BT13	420224
CVAC BT13	420228
CVAC BT13	420230
CVAC BT15	420302
CVAC BT15	420312
CVAC L13	420702
CVAC L13	420704
CVAC L13	420706
CVAC LB30	420804
CVAC P4Y	421102
CVAC PBY5	421208
CVAC PBY5	421218
CVAC PBY5	421230
CVAC PBY6	421302
CVAC STC580	422801
CVAC STC580	422804
CVAC STC580	422806
CVAC STC580	423001
CVAC STC600	422660
CVAC STC640	422814
CVAC V1A	421702
DART G	700102
DART G	700104
DART G	700106
DART G	700108
DAVIS D1	740504
DAVIS D1	740506
DAVIS D1	740508
DAVIS V3	743002
DHAV DH82	801000
DHAV DHC1	801702
DHAV DHC1	801704
DHAV DHC1	801712
DHAV DHC1	801714
DHAV DHC1	801716
DHAV DHC1	801736
DHAV DHC1	801738
DHAV DHC1	801739
DHAV DHC2	800102

SDR	FAA
DHAV DHC2	800104
DHAV DHC2	800105
DHAV DHC2	800107
DHAV DHC2	800108
DHAV DHC2	800109
DHAV DHC2	801830
DHAV DHC3	800202
DHAV DHC4	800302
DHAV DHC4	800304
DHAV DHC8	802808
DHAV DHC7	802708
DHAV DHC7	802710
DHAVXXDH82	801002
DHAVXXDH89	801015
DOMION800	970102
DORNER133	999006
DORNERD028	990102
DORNERD028	990202
DORNERD028	991404
DOUG A20	020302
DOUG A20	020306
DOUG A24	020406
DOUG A26	020504
DOUG A26	020506
DOUG B23	020702
DOUG B26	020514
DOUG DC10	022110
DOUG DC10	022111
DOUG DC10	022114
DOUG DC10	022118
DOUG DC10	023501
DOUG DC10	023503
DOUG DC10	023508
DOUG DC2	021302
DOUG DC3	021401
DOUG DC3	021404
DOUG DC3	021424
DOUG DC3	021433
DOUG DC3	021440
DOUG DC3	021454
DOUG DC3	021457
DOUG DC3	021458
DOUG DC3	021460
DOUG DC3	021461
DOUG DC3	021462
DOUG DC3	021466
DOUG DC3	021467
DOUG DC3	021468
DOUG DC3	021470
DOUG DC3	021471
DOUG DC3	021472
DOUG DC3	021474
DOUG DC3	021478
DOUG DC3	021481
DOUG DC4	021502
DOUG DC4	021506
DOUG DC4	021510
DOUG DC4	021516
DOUG DC4	021518
DOUG DC4	021522
DOUG DC4	021524
DOUG DC4	021528
DOUG DC4	021530
DOUG DC4	021534
DOUG DC4	021538
DOUG DC8	021702
DOUG DC8	021708
DOUG DC8	021710

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
DOUG DC8	021712
DOUG DC7	021802
DOUG DC7	021804
DOUG DC7	021806
DOUG DC8	021906
DOUG DC8	021908
DOUG DC8	021910
DOUG DC8	021912
DOUG DC8	021918
DOUG DC8	02191D
DOUG DC8	021920
DOUG DC8	021922
DOUG DC8	021924
DOUG DC8	021926
DOUG DC8	021927
DOUG DC8	021928
DOUG DC8	021952
DOUG DC8	021953
DOUG DC8	021970
DOUG DC8	021972
DOUG DC8	02197B
DOUG DC8	02197D
DOUG DC8	02198A
DOUG DC8	02198B
DOUG DC8	02198F
DOUG DC8	02198H
DOUG DC8	02199A
DOUG DC9	022034
DOUG DC9	022036
DOUG DC9	022037
DOUG DC9	02203H
DOUG DC9	02203K
DOUG DC9	022051
DOUG DC9	022065
DOUG DC9	022066
DOUG DC9	02206C
DOUG DC9	02206E
DOUG DC9	02207A
DOUG DC9	022080
DOUG DC9	022081
DOUG DC9	022082
DOUG DOLPHN	020104
DRIGGSSKYLK3	180502
DURMOLF46	200502
EAA SA9	650747
EAGLE DW	230203
EAGLEBAX7	240107
EAGLEBC7	240207
EIRVON20	760102
EIRVON20	760104
EIRVON20	760202
EIRVON20	760204
EIRVON20	760206
EIRVON20	760207
EMAIR MA1	280103
EMAIR MA1	070102
EMB 110	260122
ENSTRM280	300502
ENSTRM280	300505
ENSTRM280	300510
ENSTRM280	300550
ENSTRMF28	300404
ENSTRMF28	300406
ENSTRMF28	300407
ENSTRMF28	300412
ENSTRMF28	300430
ENTWICPHEBUS	403014
ENTWICPHEBUS	321208
ENTWICPHEBUS	321210
EVNAIR4500	340104
EVNAIR4500	340108
FARZWKDIAMAT	550802
FARZWKDIAMAT	550806
FLEET 16B	480502
FLTCHR24	530204
FLTCHRFD25	530102
FLYGSTWEIHE	802219
FOKKERF27	990617
FOKKERF27	990620
FOKKERF27	990626
FOKKERF27	990629
FOKKERF28	990808
FOKKERF28	990810
FOMOCO4AT	590102
FOMOCO4AT	590104
FOMOCO5AT	590202
FOMOCO5AT	590204
FRANK 90	680102
FRCHLD21	371302
FRCHLD22	370104
FRCHLD22	370108
FRCHLD22	370110
FRCHLD22	370112
FRCHLD22	370114
FRCHLD22	370116
FRCHLD24	370202
FRCHLD24	370204
FRCHLD24	370206
FRCHLD24	370208
FRCHLD24	370216
FRCHLD24	370220
FRCHLD24	370302
FRCHLD24	370402
FRCHLD24	370408
FRCHLD24	370414
FRCHLD24	370502
FRCHLD24	370508
FRCHLD24	370514
FRCHLD24	370516
FRCHLD24	370520
FRCHLD24	370602
FRCHLD24	370608
FRCHLD24	370614
FRCHLD24	370620
FRCHLD24	370626
FRCHLD24	370628
FRCHLD71	370802
FRCHLDC119	372102
FRCHLDC119	372106
FRCHLDC119	372108
FRCHLDC123	372202
FRCHLDC82	372002
FRCHLDC82	372004
FRCHLDF27	373002
FRCHLDF27	373004
FRCHLDF27	373008
FRCHLDF27	373016
FRCHLDF45	371202
FRCHLDFC2	371102
FRCHLDFH1100	376502
FRCHLDFH1100	381405
FRCHLDFH1100	381415
FRCHLDFH227	373042
FRCHLDFH227	373050
FRCHLDKR31	371402
FRCHLDKR34	371504
FRCHLDKR34	371506
FRCHLDM62	371604
FRCHLDM62	371606
FRCHLDM62	371608
FRCHLDM62	371618
FRCHLDM62	371620
FRCHLDM62	371622
FRCHLDM62	371624
FRCHLDM62	371626
FRCHLDM62	371628
FRCHLDM62	371630
FRCHLDM62	371632
FRCHLDM62	374004
FRCHLDM62	374006
FUNK FUNKC	720202
GARCIATROJAN	270102
GEN 205	380102
GENBALAX6	760102
GENBALAX6	760202
GENBALSPRINT	760402
GLASFL201	800344
GLASFL304	800347
GLASFLBS1	8003FB
GLASFLH301	800335
GLASFLH301	800337
GLASFLH301	800339
GLASFLH301	800341
GLASFLKESTRL	800343
GLASFLLIBELL	800346
GOLDENCHIEF	840102
GOODYR813	870148
GOODYRFG1D	870512
GOODYRGZ20	870220
GOODYRS30	870139
GOODYRTZ	870218
GOVT N22	880102
GROB 103CAT	660202
GROB 109	660204
GROB 109	660205
GROB ASTIR	660104
GRTLKS2T1	910101
GRTLKS2T1	910102
GRTLKS2T1	910104
GRTLKS2T1	910106
GRTLKS2T1	910107
GRTLKS2T1	910108
GRUMANAF2S	950104
GRUMANF8F	950802
GRUMANF8F	950814
GRUMANF8F	95089G
GRUMANF7F	950704
GRUMANF8F	950801
GRUMANF8F	950802
GRUMANF9	950905
GRUMANFM	950102
GRUMANG134	951000
GRUMANG21	951205
GRUMANG44	951602
GRUMANG73	951902
GRUMANSA16	950404
GRUMANSA16	950405
GRUMANSA16	950406
GRUMANSA16	950410
GRUMANSA16	950412
GRUMANSA16	950413
GRUMANSA16	950414
GRUMANSA16T	950407
GRUMANSA16T	950408

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TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
GRUMANTS2	951102
GRUMAVAA1	630820
GRUMAVAA1	960100
GRUMAVAA1	960103
GRUMAVAA5	960104
GRUMAVAA5	960105
GRUMAVG1159	960302
GRUMAVG164	952702
GRUMAVG164	952801
GRUMAVG164	952802
GRUMAVG164	952803
GRUMAVG164	952804
GRUMAVG164	960201
GRUMAVG164	960202
GRUMAVG164	960203
GRUMAVG164	960204
GRUMAVG164	979904
GRUMAVG21	951202
GRUMAVG21	951204
GRUMAVG21	951218
GRUMAVG89	951006
GRUMAVJ2F	950208
GRUMAVTBM	950306
GRUMAVTBM	950308
GRUMAVTBM	950310
GULSTM112	144701
GULSTM112	630302
GULSTM112	630306
GULSTM112	630307
GULSTM112	630314
GULSTM112	630315
GULSTM112	630318
GULSTM500	141102
GULSTM500	141104
GULSTM500	141106
GULSTM500	141107
GULSTM500	141108
GULSTM520	141202
GULSTM580	141402
GULSTM580	141404
GULSTM580	141406
GULSTM680	141408
GULSTM680	141602
GULSTM680	141604
GULSTM680	141606
GULSTM680	141608
GULSTM680	141610
GULSTM680	141611
GULSTM680	141612
GULSTM680	141802
GULSTM680	630513
GULSTM680TP	141712
GULSTM680TP	141714
GULSTM680TP	141716
GULSTM680TP	141718
GULSTM690TC	970404
GULSTM690TP	141720
GULSTM690TP	141722
GULSTM690TP	970405
GULSTM690TP	970410
GULSTM690TP	970411
GULSTM690TP	630515
GULSTM690TP	630516
GULSTM690TP	630517
GULSTM690TP	630518
GULSTM690TP	630519
GULSTMAA1	630810
GULSTMAA1	630710
GULSTMAA5	631410
GULSTMAA5	960106
GULSTMG1159	953505
GULSTMG1159	953535
GULSTMG1159	970109
GULSTMG159	952202
GULSTMG44	951502
GULSTMG44	951508
GULSTMG73	951802
GULSTMGA7	960401
H-1	181401
H-1	181405
H-1	181407
H-1	181408
H-1	181409
H-1	181410
H-1	181411
H13/HTL	180806
H13/HTL	180808
H13/HTL	180809
H13/HTL	180810
H13/HTL	180814
H13/HTL	180820
H13/HTL	180904
H13/HTL	181005
H13/HTL	181006
H13/HTL	181007
H13/HTL	181010
H13/HTL	181585
H13/HTL	930102
H13/HTL	930103
H13/HTL	930105
H19/45	141608
H19/45	141609
H19/45	141610
H19/45	141614
H19/45	141615
H19/45	141616
H19/45	141618
H19/45	14161E
H19/45	14161G
H19/45	14161J
H23/HTE	360108
H23/HTE	360109
H23/HTE	360111
H23/HTE	360119
H23/HTE	360120
H23/HTE	360121
H23/HTE	360123
H23/HTE	360135
H23/HTE	362303
H23/HTE	362305
H34/55	141810
H34/55	141812
H34/55	141813
H34/55	141815
H34/55	141818
H34/55	141819
H34/55	141823
H37	141617
H37	142302
H37	142801
HAMFLUHFB320	071204
HARTMNOWBM	200102
HEATH CNA40	250102
HEATH LNB4	250202
HELIO H250	300302
HELIO H295	300802
HELIO H295	300803
HELIO H295	301101
HELIO H295	301102
HELIO H295	301104
HELIO H391	300102
HELIO H391	300108
HELIO H395	300202
HELIO H395	300208
HELIO H800	300500
HELIO HST550	301002
HELIO HST550	301008
HILLERUH12	380102
HILLERUH12	380104
HILLERUH12	380110
HILLERUH12	380116
HILLERUH12	380118
HILLERUH12	380122
HILLERUH12	380124
HILLERUH12	380125
HILLERUH12	380126
HILLERUH12	380128
HILLERUH12	380131
HILLERUH12	380132
HILLERYR0E1	382402
HNLYPGHP137	130402
HOWARD500	390102
HUGHES269	470402
HUGHES269	470403
HUGHES269	470404
HUGHES269	470502
HUGHES269	470504
HUGHES269	471004
HUGHES369	470702
HUGHES369	470704
HUGHES369	470706
HUGHES369	470707
HUGHES369	470708
HUGHES369	470718
HUGHES369	470720
HUGHES369	470722
HUGHES369	470728
HUGHES369	470730
HUGHES369	470731
HUGHES500	470805
HUGHES500	470806
HWKSLY80A	800902
HWKSLYDH104	800402
HWKSLYDH104	800404
HWKSLYDH104	800406
HWKSLYDH104	800410
HWKSLYDH104	800412
HWKSLYDH104	800414
HWKSLYDH106	800308
HWKSLYDH114	800504
HWKSLYDH114	800506
HWKSLYDH125	500204
HWKSLYDH125	210101
HWKSLYDH125	230106
HWKSLYDH125	230110
HWKSLYDH125	230126
HWKSLYDH125	230138
HWKSLYDH125	23013M
HWKSLYDH125	23013P
HWKSLYDH125	230140
HWKSLYDH125	230158
HWKSLYDH125	230160
HYNES 305	440802

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
INDAERP188	960202
INLANDR400	550502
INLANDS300	551002
INLANDW500	552002
INTRCP200	650304
INTRCP200	650306
INTRCP200	650308
INTRCP200	650310
ISRAEL101	500204
ISRAEL1121	142002
ISRAEL1121	142006
ISRAEL1121	142010
ISRAEL1123	500101
ISRAEL1124	500102
ISRAEL1124	500103
JAMISNJ1	650502
JAMISNJ2	651004
JBMSTRDGA11	690302
JBMSTRDGA15	690502
JBMSTRDGA15	690506
JBMSTRDGA15	690516
JBMSTRDGA18	690604
JBMSTRDGA8	690102
KAISERF5	782002
KAMAN K300	800802
KAWSKIKV107	820101
KELLETKD1	850106
KINNERB	940202
KINNERB	940204
KINNERR	940102
LAIKFN10	090204
LAIKFNBA100	0901FB
LAIRD LC	070102
LAIRD LC	070104
LAIRD LCB	070110
LAISTRLP15	100108
LAISTRLP15	100202
LAISTRLP15	100203
LAISTRLP48	100101
LAISTRLP49	100102
LEAR 23	170102
LEAR 24	170302
LEAR 24	170304
LEAR 24	170306
LEAR 24	170307
LEAR 24	170310
LEAR 24	170311
LEAR 25	170506
LEAR 25	170509
LEAR 25	170511
LEAR 25	170513
LEAR 25	170514
LEAR 28	170528
LEAR 28	170529
LEAR 35	170600
LEAR 35	170601
LEAR 35	170602
LEAR 55	170702
LET L13	360306
LKHEED10	261302
LKHEED10	261314
LKHEED1011	265010
LKHEED1011	265015
LKHEED1011	265020
LKHEED1049	262118
LKHEED1049	262121
LKHEED1049	262131
LKHEED1049	262140
LKHEED12A	261402
LKHEED1329	263102
LKHEED1329	263108
LKHEED1329	263125
LKHEED1649	262204
LKHEED18	261502
LKHEED18	261624
LKHEED18	261634
LKHEED18	261636
LKHEED18	261640
LKHEED18	261642
LKHEED188	262602
LKHEED188	262604
LKHEED282	262504
LKHEED300	264504
LKHEED382	264104
LKHEED382	26413U
LKHEED382	26414U
LKHEED49	261702
LKHEED49	262002
LKHEED49	262004
LKHEED49	262008
LKHEEDP2V	260110
LKHEEDP2V	260112
LKHEEDP2V	269601
LKHEEDP38	260201
LKHEEDP38	260203
LKHEEDP38	260204
LKHEEDP38	260205
LKHEEDP38	260206
LKHEEDP38	260207
LKHEEDP38	260214
LKHEEDPV1	260102
LKHEEDPV1	260106
LKHEEDT33	260401
LKHEEDT33	260402
LKHEEDT33	260406
LKHEEDVEGA1	261002
LKHEEDVEGA5	261202
LKHEEDY03A	269501
LKINTL402	263406
LUSCMB1	350102
LUSCMB4	350202
LUSCOM8	190102
LUSCOM8	190104
LUSCOM8	190106
LUSCOM8	190108
LUSCOM8	190110
LUSCOM8	190112
LUSCOM8	190114
LUSCOM8	190116
LUSCOM8	190118
LUSCOM8	190120
LUSCOM8	190122
LUSCOM8	190124
LUSCOM8	190126
LUSCOM8	190128
LUSCOM8	190130
LUSCOM8	190132
LUSCOM8	190154
MACCHIAL60	400106
MACCHIAL60	400108
MAEL BA42	430102
MARTIN202	450602
MARTIN202	450604
MARTIN404	450702
MAULE M4	460102
MAULE M4	460104
MAULE M4	460105
MAULE M4	460106
MAULE M4	460108
MAULE M4	460112
MAULE M4	460114
MAULE M4	460128
MAULE M4	460132
MAULE M5	460133
MAULE M5	460134
MAULE M5	460135
MAULE M5	460204
MAULE M6	460180
MBB B0105	626005
MBB B0105	626006
MCBEMSLARK95	331020
MCBEMSLARK95	160202
MCKINNG21	550202
MCKINNG21T	550105
MCKINNG21T	550120
MCLISHFUNKB	480102
MCLISHFUNKB	480104
MCLISHFUNKB	480108
MCLISHFUNKB	480202
MCLISHFUNKB	480204
MCLISHFUNKB	480208
MEYERSMAC145	650104
MEYERSOTW	650202
MEYERSOTW	650206
MEYERSOTW	650208
MILLERUT1	720102
MITCHL101	000102
MITCHL101	000104
MNCOUP110	810202
MNCOUP110	810204
MNCOUP90	810102
MNCOUP90	810104
MNCOUP90	810107
MNCOUP90	810110
MNMITEM18	870102
MNMITEM18	870104
MNMITEM18	870106
MNMITEM18	870108
MNSLNRMS760	910102
MNSLNRMS760	910106
MODFD47	180822
MODFD47	180843
MODFD47	180845
MODFD47	180847
MODFD47	18084C
MODFD47	18084F
MODFD47	18084G
MODFD47	18084P
MODFD47	18084R
MODFD47	18084V
MODFD47	181001
MODFD47	181003
MODFD47	18100V
MODFD47	181013
MODFD47	181023
MODFD47	181027
MODFD47	181033
MODFD47	18103H
MODFD47	18103Z
MODFD47	181060
MODFD47	181061
MODFD47	181063
MODFD47	181065
MODFD47	181068

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
MODFD47	181067
MODFD47	181068
MODFD47	181069
MODFD47	181071
MODFD47	181074
MODFD47	181306
MODFD47	181310
MODFDUH12	360103
MODFDUH12	360105
MODFDUH12	360113
MODFDUH12	360115
MODFDUH12	360117
MODFDUH12	360130
MODFDUH12	360601
MODFDUH12	360701
MODFDUH12	360702
MODFDUH12	360704
MODFDUH12	360801
MODFDUH12	360809
MODFDUH12	360810
MODFDUH12	361101
MODFDUH12	361301
MODFDUH12	361501
MOONEYM20	870202
MOONEYM20	870204
MOONEYM20	870206
MOONEYM20	870208
MOONEYM20	870210
MOONEYM20	870212
MOONEYM20	870214
MOONEYM20	870219
MOONEYM20	870220
MOONEYM20	870308
MOONEYM20	870312
MOONEYM20	870314
MOONEYM20	870601
MOONEYM20	870605
MOONEYM22	870402
MOONEYM30	872030
MORISY2000	940102
MOTH 60	000102
MOTH 60	000104
MRCHTIF260	121206
MRCHTIS205	120412
MTSBSIMU2	780404
MTSBSIMU2	780405
MTSBSIMU2	780406
MTSBSIMU2	780407
MTSBSIMU2	780408
MTSBSIMU2	780409
MTSBSIMU2	780410
MTSBSIMU2	780411
MTSBSIMU2	780412
MTSBSIMU2	780413
MTSBSIMU2	780414
MTSBSIMU300	780602
MULTECD16	230602
MULTECD16	230604
MULTECD16	230606
MULTECD16	230608
MULTECD16	230610
MULTECD16	230612
NAMER A36	400102
NAMER B25	400702
NAMER B25	400704
NAMER B25	400705
NAMER B25	400708
NAMER B25	400710
NAMER B25	400712
NAMER B25	400713
NAMER B25	400714
NAMER B25	400716
NAMER F51	402301
NAMER F51	402302
NAMER F51	402303
NAMER F51	402304
NAMER F51	402306
NAMER F51	402307
NAMER F51	402308
NAMER F51	402309
NAMER F82	401522
NAMER NA260	402502
NAMER NA260	402504
NAMER NA260	402505
NAMER 047	402202
NAMER P64	402408
NAMER T6	922828
NAMER T6	400402
NAMER T6	400404
NAMER T6	400405
NAMER T6	400406
NAMER T6	400407
NAMER T6	400410
NAMER T6	400412
NAMER T6	400414
NAMER T6	400415
NAMER T6	400416
NAMER T6	400417
NAMER T6	400418
NAMER T6	400419
NAMER T6	400420
NAMER T6	400422
NAMER T6	400423
NAMER T6	400424
NAMER T6	400426
NAMER T6	400430
NAMER T6	400431
NAMER T6	400432
NAMER T6	400434
NAMER T6	400436
NAMER T6	400441
NAMER T6	400442
NARDI FN333	080102
NARDI FN333	120704
NATBAL752	113310
NATBAL752	113312
NATBAL752	113317
NATBAL752	113320
NAVAL N3N	120202
NAVIONNAVION	150106
NAVIONNAVION	150108
NAVIONNAVION	150110
NAVIONNAVION	150118
NAVIONNAVION	150132
NAVIONNAVION	150134
NAVIONNAVION	150136
NAVIONNAVION	150140
NAVIONNAVION	150142
NAVIONNAVION	150148
NAVIONNAVION	150150
NAVIONNAVION	150152
NAVIONNAVION	150166
NAVIONNAVION	150170
NAVIONNAVION	150172
NAVIONNAVION	150174
NAVIONNAVION	150178
NELSONB51	200102
NICBEZ8G	290202
NIHON YS11	310406
NIHON YS11	310416
NOORDNUC64	330204
NORD SV4	383006
NORD SV4	470102
NORWST35	480102
NORWST35	480104
NORWST35	480108
NORWST35	480128
NORWST40	480110
NORWST50	480114
NORWST35	480116
NORWST35	480118
NORWST65	480122
NORWST65	480124
NORWSTEAGLE	580120
OBERNRMG23SL	801049
OTHEXMILPIST	385006
OTHEXMILPIST	800702
OTHEXMILPIST	800803
OTHEXMILPIST	800804
OTHEXMILPIST	800805
OTHEXMILPIST	140102
OTHEXMILPIST	140304
OTHEXMILPIST	141106
OTHEXMILPIST	141612
OTHEXMILPIST	420106
OTHEXMILTURB	181504
OTHEXMILTURB	385060
OTHEXMILTURB	385064
OTHEXMILTURB	470904
OTHEXMILTURB	470905
OTHEXMILTURB	800704
OTHEXMILTURB	800708
OTHEXMILTURB	141308
OTHEXMILTURB	142109
PARKS P1T	770102
PARMNTCABAIR	750102
PARTENP68	780101
PARTENP68	780105
PARTENP68	780106
PASPEDW1	790102
PDMILRY1S	740102
PECOCKPJC	160204
PERTH BIRD	840122
PERTH BIRD	840126
PERTH BIRD	840132
PHESNTH10	880102
PIAGIOP136	960102
PIAGIOP136	960104
PIAGIOP136	960106
PIASEXHUP2	980320
PICARDA5	001216
PICARDAX6	001218
PIGMANREARWN	070104
PIGMANREARWN	070302
PIGMANREARWN	070308
PILATSB4	090103
PILATSB4	090104
PILATSPC6	375014
PILATSPC6	090102
PILATSPC6	090110
PILATSPC6	090114
PILATSPC6T	375011
PILATSPC6T	090202
PILATSPC6T	090210
PINAIRSUPERV	100102

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
PIPER 600	106001
PIPER 600	106010
PIPER 600	106012
PIPER 600	106014
PIPER 600	106015
PIPER 600	106023
PIPER 600	360807
PIPER E2	100302
PIPER F2	100304
PIPER J2	100402
PIPER J3	100501
PIPER J3	100502
PIPER J3	100506
PIPER J3	100508
PIPER J3	100510
PIPER J3	100511
PIPER J3	100512
PIPER J3	100514
PIPER J3	100516
PIPER J3	100518
PIPER J3	100519
PIPER J3	100520
PIPER J3	100522
PIPER J3	100526
PIPER J3	100528
PIPER J3	10052T
PIPER J3	100532
PIPER J3	100536
PIPER J3	100542
PIPER J3	100546
PIPER J3	100550
PIPER J3	100552
PIPER J3	101102
PIPER J3	101104
PIPER J4	100602
PIPER J4	100604
PIPER J4	100605
PIPER J4	100606
PIPER J4	100608
PIPER J4	100610
PIPER J4	100614
PIPER J5	100202
PIPER J5	100702
PIPER J5	100706
PIPER J5	100708
PIPER J5	100712
PIPER L14	100902
PIPER PA12	101202
PIPER PA12	101204
PIPER PA14	101402
PIPER PA15	101502
PIPER PA16	101602
PIPER PA17	101702
PIPER PA18	101802
PIPER PA18	101804
PIPER PA18	101806
PIPER PA18	101808
PIPER PA18	101809
PIPER PA18	101812
PIPER PA18	101813
PIPER PA18	101814
PIPER PA18	101815
PIPER PA18	101816
PIPER PA18	101818
PIPER PA18	101820
PIPER PA18	101822
PIPER PA18	101824
PIPER PA18	101826
PIPER PA18	101828
PIPER PA18	101832
PIPER PA18	101834
PIPER PA18	101836
PIPER PA18	101837
PIPER PA18	101838
PIPER PA18	101880
PIPER PA18	101902
PIPER PA18	101904
PIPER PA20	102002
PIPER PA20	102004
PIPER PA20	102006
PIPER PA20	102010
PIPER PA20	102012
PIPER PA22	102202
PIPER PA22	102204
PIPER PA22	102206
PIPER PA22	102208
PIPER PA22	102210
PIPER PA22	102212
PIPER PA22	102214
PIPER PA22	102216
PIPER PA23	102302
PIPER PA23	102303
PIPER PA23	102304
PIPER PA23	102305
PIPER PA23	102306
PIPER PA23	102308
PIPER PA23	102309
PIPER PA23	102310
PIPER PA24	102402
PIPER PA24	102403
PIPER PA24	102404
PIPER PA24	102406
PIPER PA24	102408
PIPER PA24	102409
PIPER PA25	102502
PIPER PA25	102504
PIPER PA25	102508
PIPER PA28	102802
PIPER PA28	102803
PIPER PA28	102804
PIPER PA28	102805
PIPER PA28	102806
PIPER PA28	102807
PIPER PA28	102808
PIPER PA28	102809
PIPER PA28	102810
PIPER PA28	102811
PIPER PA28	102813
PIPER PA28	102814
PIPER PA28	102815
PIPER PA28	102816
PIPER PA28	102817
PIPER PA28	102818
PIPER PA28	102819
PIPER PA28	102830
PIPER PA30	103002
PIPER PA30	103902
PIPER PA30	104002
PIPER PA31	103102
PIPER PA31	103104
PIPER PA31	103105
PIPER PA31	103110
PIPER PA31	103120
PIPER PA31T	103124
PIPER PA31T	103126
PIPER PA31T	103127
PIPER PA31T	103128
PIPER PA32	103206
PIPER PA32	103207
PIPER PA32	103209
PIPER PA32	103211
PIPER PA32	103212
PIPER PA32	103213
PIPER PA32	103214
PIPER PA32	103215
PIPER PA32	103216
PIPER PA32	103218
PIPER PA32	103220
PIPER PA34	103405
PIPER PA34	103406
PIPER PA34	103420
PIPER PA36	103610
PIPER PA36	103612
PIPER PA36	103620
PIPER PA38	103812
PIPER PA42	104202
PIPER PA42	104212
PIPER PA44	104402
PIPER PA44	104404
PIPER PA46	104605
PIPER TG8	100102
PIRTLEROC185	140107
PIRTLEROC185	140189
PITCANPA4	180102
PITCANPA5	180202
PITCANPA6	180302
PITCANPA7	180402
PITCANPA7	180406
POST A	280102
PRATT PRG1	300102
PRATT PRG1	300106
PROPJT200	140302
PROPJT200	140312
PROPJT200	140314
PROPJT400	560404
RAVEN MG1000	483202
RAVEN RX6	480502
RAVEN S40	480104
RAVEN S50	5804XW
RAVEN S50	480204
RAVEN S55	480402
RAVEN S60	480606
RAVEN S60	480610
RAVEN S66	480612
RAWDONT1	500102
REIMS 150	530128
REIMS 150	530132
REIMS 150	530134
REIMS 172	530136
REIMS 172	530139
REIMS 172	530203
REIMS 172	530204
REIMS 172	530206
REIMS 172	530209
REIMS 172	530210
REIMS 177	530211
REIMS 337	535728
REPBLCP47	570405
RHNFLURW3	600504
RKWELL500	630410
RKWELL700	630520
RKWELLNA265	402608
RKWELLNA265	402612
RKWELLNA265	402614

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
RKWELLNA265	402618
RKWELLNA265	630101
RKWELLNA265	630104
RKWELLNA265	630106
RKWELLNA265	630107
RKWELLNA265	630108
ROBSINR22	640102
ROBSINR22	640104
ROLSCHLS	801206
ROLSCHLS	801208
ROLSCHLS	801211
ROLSCHLS	801214
ROLSCHLS	801250
ROOS 129	680106
ROOS 1928	680204
ROOS A1	680102
ROOS A1	680104
ROOS PT	680312
ROSE A1	710102
RYAN SCW	830302
RYAN ST3	830502
RYAN ST3	830504
RYAN STA	830402
RYAN STA	830404
RYANARB	840102
SAAB SF340	850100
SCBFLG111	801381
SCBFLGBERGFK	801315
SCBFLGSF25	801322
SCBFLGSF25	801325
SCBFLGSF27	80135F
SCBFLGSF27	80135V
SCBFLGSF28	80135X
SCHLER13	8015GS
SCHLERASK14	8015GW
SCHLERASK21	8015GY
SCHLERASW12	8015HR
SCHLERASW15	8015H2
SCHLERASW15	8015HZ
SCHLERASW17	801507
SCHLERASW19	801505
SCHLERASW19	801508
SCHLERASW20	801503
SCHLERASW20	801506
SCHLERII	801581
SCHLERK	801551
SCHLERK2K7	801554
SCHLERK8	801559
SCHLERK8	801563
SCHLERK8	801567
SCHLERK8	8019VK
SCHLERK8	8019VL
SCHLERKA8	801525
SCHLERKA8	801528
SCHLERKA8	801530
SCHLERKA8	801535
SCHLERKA8	801537
SCHLERKA8	801540
SCHLERKA8	801542
SCHLERKA8	801545
SCHZOWMODELB	560221
SCUZERSG2	050207
SCWZERG164	952704
SCWZERSG1	050102
SCWZERSG1	050104
SCWZERSG1	050106
SCWZERSG1	050108
SCWZERSG1	050110
SCWZERSG1	050112
SCWZERSG1	050114
SCWZERSG1	050116
SCWZERSG1	050118
SCWZERSG1	050120
SCWZERSG1	050122
SCWZERSG1	050124
SCWZERSG1	050146
SCWZERSG1	050147
SCWZERSG1	050148
SCWZERSG1	050149
SCWZERSG1	050151
SCWZERSG1	050153
SCWZERSG1	050502
SCWZERSG2	050202
SCWZERSG2	050206
SCWZERSG2	050210
SCWZERSG2	050602
SCWZERSG2	050604
SCWZERSG2	050608
SCWZERSG2	050610
SCWZERSG2	050612
SCWZERSG2	050614
SCWZERSG2	051404
SCWZERSG2	051604
SCWZERSG2	051606
SCWZERTG3A	050902
SEMCO 30	070504
SEMCO CLNGER	070802
SEMCO MARKV	071802
SEMCO MODELT	071701
SEMCO TC4	071408
SEMCO TC4	071409
SIOUX 60	250102
SIOUX 90	250106
SIREN C30	270302
SKRSKYS39	140502
SKRSKYS51	141102
SKRSKYS52	141306
SKRSKYS55	141602
SKRSKYS55	141603
SKRSKYS55	141604
SKRSKYS55	141606
SKRSKYS55	141800
SKRSKYS58	141801
SKRSKYS58	141803
SKRSKYS58	141804
SKRSKYS58	141805
SKRSKYS58	141806
SKRSKYS58	141807
SKRSKYS58	141808
SKRSKYS58	141809
SKRSKYS58	141811
SKRSKYS58	141814
SKRSKYS58	141837
SKRSKYS58	141839
SKRSKYS58T	141840
SKRSKYS58T	141842
SKRSKYS58T	141844
SKRSKYS61	142101
SKRSKYS61	142102
SKRSKYS61	142103
SKRSKYS61	142104
SKRSKYS61	142107
SKRSKYS61	14210C
SKRSKYS62	142202
SKRSKYS64	142604
SKRSKYS70	143000
SKRSKYS70	143001
SKRSKYS76	143006
SKRSKYS76	143010
SLINDS100	140202
SLINDS100	140208
SLINDS100	550102
SLINDS100	550104
SLINDSB	144306
SLINDSB	144308
SLINDSB	571008
SLNSBY43	320206
SLNSBYKITE	320102
SLNSBYT45	320304
SLNSBYT49	321008
SLNSBYT50	320402
SLNSBYT51	320602
SLNSBYT53	321508
SLNSBYT59	321510
SMITH 600	710602
SMITH 600	710606
SMITH 600	360602
SMITH 600	360604
SMITH 600	360605
SMITH 600	360606
SMITH 600	360608
SNIAS AS332	680808
SNIAS AS332	680809
SNIAS AS350	680801
SNIAS AS350	680802
SNIAS AS350	680803
SNIAS AS355	680805
SNIAS AS355	680806
SNIAS CONCRD	690102
SNIAS SA318	680506
SNIAS SA318	680508
SNIAS SA318	680511
SNIAS SA330	680612
SNIAS SA341	680610
SNIAS SE313	680502
SOCATAMS880	910304
SOCATAMS893	402838
SOCATAMS894	402842
SOCATARALLYE	400125
SOCATARALLYE	400131
SPARTN7W	430302
SPARTNC2	430102
SPARTNC3	430206
SPARTNC3	430208
SPARTNC3	430210
SPHRTHCIRRUS	8019VC
SPHRTHCIRRUS	8019VE
SPHRTHJANUS	802002
SPHRTHNIMBUS	801923
SPHRTHNIMBUS	801925
SPHRTHNIMBUS	801950
SPHRTHNIMBUS	8019VD
SPHRTHNIMBUS	8019VF
SPHRTHNIMBUS	8019VG
SPHRTHNIMBUS	8019VJ
SPHRTHS	801933
SPHRTHS	801939
SPHRTHSH1	801945
SPHRTHSHK	801920
SPHRTHVENTUS	802050
SPHRTHVENTUS	802051
SPORT GEOPEN	802433
SPTPUZRF4D	451012
SPTPUZRF5	451014

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
SPTPUZRF5	451018
STAR CAVALR	480102
STAR CAVALR	480104
STAR CAVALR	480108
STATE F	521004
STBROSMK111	100102
STBROSS2B	100525
STBROSSC7	100512
STBROSSD3	100802
STLOUSC2	920304
STLOUSYPT15	920302
STNSON10	632002
STNSON10	632004
STNSON10	632102
STNSON10	632104
STNSON8000	630904
STNSONA	630901
STNSONJR	630402
STNSONJR	630404
STNSONJR	630406
STNSONL1	630102
STNSONL1	630114
STNSONL5	630202
STNSONL5	630204
STNSONL5	630208
STNSONL5	630210
STNSONL5	630212
STNSONL5	630214
STNSONSM2	630604
STNSONSM7	630702
STNSONSM7	630704
STNSONSM8	630802
STNSONSR10	631802
STNSONSR10	631804
STNSONSR10	631808
STNSONSR10	631814
STNSONSR10	631818
STNSONSR10	631820
STNSONSR5	631102
STNSONSR5	631104
STNSONSR5	631108
STNSONSR5	631110
STNSONSR5	631112
STNSONSR6	631202
STNSONSR6	631204
STNSONSR7	631304
STNSONSR7	631308
STNSONSR8	631404
STNSONSR8	631408
STNSONSR8	631412
STNSONSR8	631416
STNSONSR9	631502
STNSONSR9	631504
STNSONSR9	631508
STNSONSR9	631518
STNSONSR9	631526
STNSONV77	631802
STNSONV77	631804
STNSONW	631902
STOLACUC1	640202
STOLACUC1	220102
STOLAMRC3	080202
STOLAMRC3	080204
STOLAMRC3	080206
STRMAN3	560202
STRMAN3	560208
STRMAN4	560302
STRMAN4	560308
STRMAN8	560402
SUD GY80	681008
SUD SE210	680208
SUPAC 14	730402
SUPAC 14	730404
SUPAC LA	730202
SUPAC LA	730204
SUPAC LA	730206
SUPAC LA	730208
SUPAC V	730302
SUPAC V	730308
SWALOWSWALOW	760102
SWALOWTP	760202
SWRNGNSA226	780122
SWRNGNSA226	780404
SWRNGNSA226	780405
SWRNGNSA226	780406
SWRNGNSA227	780603
SWRNGNSA227	780610
SWRNGNSA227	780615
SWRNGNSA227	780620
SWRNGNSA26	780102
SWRNGNSA26	780112
SZD 41	821641
SZD 45	822002
SZD 48	821648
TCRAFK21	850306
TCRAFKD	850402
TCRAFKD	850404
TCRAFKD	850408
TCRAFKD	850410
TCRAFKD	850412
TCRAFKD	850414
TCRAFKD	850415
TCRAFKD	850416
TCRAFKD	850420
TCRAFT15A	850702
TCRAFT20	851002
TCRAFTA	850202
TCRAFTBC	850302
TCRAFTBC	850304
TCRAFTBC	850306
TCRAFTBC	850308
TCRAFTBC	850310
TCRAFTBC	850314
TCRAFTBC	850316
TCRAFTBC	850318
TCRAFTBC	850320
TCRAFTBC	850322
TCRAFTBC	850323
TCRAFTBC	850324
TCRAFTBC	230916
TCRAFTBC	230920
TCRAFTBC	230924
TCRAFTBC	230928
TCRAFTBF	850326
TCRAFTBF	850332
TCRAFTBF	850336
TCRAFTBF	850340
TCRAFTBL	850346
TCRAFTBL	850350
TCRAFTBL	850354
TCRAFTBL	850356
TCRAFTTC8	850102
TEAL TSC1A	880102
TEAL TSC1A	980404
TEMCO 11A	890402
TEMCO 11A	890404
TEMCO T35	890801
TEMCO T35	890802
TEMCO TT1	890502
TH55	471002
THUNDRAX5	5804UK
THUNDRAX5	5804UM
THUNDRAX5	5804UN
THUNDRAX5	5804UP
THUNDRAX5	970100
THUNDRAX6	970102
THUNDRAX6	970104
THUNDRAX7	970105
THUNDRAX7	970106
THUNDRAX7	970107
THUNDRAX7	970108
THUNDRAX7	970110
THUNDRAX7	970120
THUNDRAX8	970111
THUNDRAX8	970112
THUNDRAX9	970115
TIMM COLEGT	980102
TIMM N2T	980202
TMPSONNAVION	150104
TMPSONNAVION	150112
TMPSONNAVION	150114
TMPSONNAVION	150120
TMPSONNAVION	150122
TMPSONNAVION	150130
TOMCAT	180816
TOMCAT	181082
TOMCAT	390101
TOMCAT	390202
TOMCAT	390204
TOMCAT	390301
TOMCAT	390302
TOMCAT	390303
TOMCAT	390304
TOMCAT	390305
TRYTEK85	190406
TRYTEK85	190712
TRYTEK85	190716
TRYTEK85	190920
TRYTEK85	190922
TRYTEK85	190926
TRYTEK85	190928
TRYTEK85	190930
TRYTEK85	190932
TRYTEKCF	190202
TRYTEKK	190402
TRYTEKK	190404
TRYTEKKC	190204
UNIPRO113	250302
UNIPRO70	250202
UNIPROD145	250502
UNIVACGC1	230102
UNIVACGC1	230104
UNIVACGC1	230106
UNIVACGC1	230108
UNIVACGC1	230110
UNIVACGC1	230112
UNIVAR108	230402
UNIVAR108	230404
UNIVAR108	230406
UNIVAR108	230408
UNIVAR108	230412
UNIVAR108	230414
UNIVAR108	230416
UNIVAR108	230418

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

SDR	FAA
UNIVAR415	420104
UNIVAR415	420202
UNIVAR415	420204
UNIVAR415	420302
UNIVAR415	420304
UNIVAR415	420306
UNIVAR415	420308
UNIVAR415	420310
UNIVAR415	420312
UNIVAR415	420314
UNIVAR415	420316
UNIVAR415	420318
UNIVAR415	420320
UNIVAR415	420322
UNIVAR415	420324
UNIVAR415	420326
UNIVAR415	420328
UNIVAR415	420330
UNIVAR415	420332
UNIVAR415	420334
UNIVAR415	420336
UNIVAR415	420338
UNIVAR415	420402
UNIVAR415	420406
UNIVAR415	420502
UNIVAR415	420504
UNIVAR415	420702
UNIVAR415	420722
UNIVAR415	540102
UNIVAR415	540104
UNIVAR415	872014
UNIVAR415	872018
VARGA 2150	940202
VARGA 2150	940204
VARGA 2150	350102
VARGA 2180	350104
VARGA 2180	350105
VICKER745	470204
VICKER745	470402
VICKER745	470404
VICKER745	470602
VIKINGB	520102
VIKINGB	520104
VIZOLAA21	870101
VLGTBWSAGITA	550201
VOUGHTF4U	152608
WACO 125	600202
WACO 9	600102
WACO AGC8	600602
WACO ASO	601202
WACO ATO	601212
WACO AVN8	601402
WACO BSO	601204
WACO CRG	601001
WACO CSO	601206
WACO CTO	601214
WACO DSO	601208
WACO EGC	600610
WACO GC7	600608
WACO GXE	600702
WACO INF	600416
WACO JC	600802
WACO JC	600806
WACO JYM	601504
WACO KNF	600418
WACO P	600302
WACO P	600402
WACO Q	600408
WACO Q	600504
WACO Q	601210
WACO QC6	600640
WACO QC6	600642
WACO QC6	600644
WACO QC6	600646
WACO QC6	600648
WACO R	600304
WACO R	600422
WACO RE	600902
WACO RE	600906
WACO RE	600910
WACO RPT	600340
WACO S3HD	601102
WACO U	600306
WACO U	600404
WACO U	600405
WACO U	600508
WACO U	600510
WACO UC	600662
WACO UC	600664
WACO UKC	600808
WACO UKC	600810
WACO UKC	600820
WACO UKC	600822
WACO UKS	600824
WACO UKS	600826
WACO UKS	600830
WACO UMF	600410
WACO UPF7	601302
WACO UPF7	601304
WACO YK	600816
WACO YK	600818
WACO YK	600832
WACO YK	600834
WACO YK	600835
WACO YK	600838
WACO YMF	600412
WACO YOC	600822
WACO YOC	600824
WACO YPF	601602
WACO YPF	601606
WACO YPF	601608
WACO YPF	601610
WACO ZGC	600609
WACO ZGC8	600604
WESTLD30	650160
WHITE D25	670102
WING D1	690302
WNDKR AC7	720209
WSK M18	810102
WTHRLY201	630404
WTHRLY201	630406
WTHRLY201	630408
WTHRLY201	630410
WTHRLY620	630602
WTHRLY620	630604
ZENITHZ8	950102
ZLIN 526	970212
ZLIN 526	970222

APPENDIX E
SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) ENGINE GROUP NAMES AND THE FAA ENGINE MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN THE ENGINE STATISTICS TABLE IN THE BODY OF THIS REPORT.

TABLE E-1. SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

SDR	FAA
ALLSN 250B	03003
ALLSN 250C	03002
ALLSN 250C	03011
ALLSN 250C	03013
ALLSN 501D	03004
ALLSN 501D	03006
AMES TRS	04501
AMTRMCMCCULH	42501
ARSRCHTFE731	01518
ARSRCHTPE331	01502
ARSRCHTPE331	01506
ARSRCHTPE331	01508
ARSRCHTPE331	01510
ARSRCHTPE331	01512
ARSRCHTSE331	01505
BRSDLYGIPSY	20003
CFMINTCFM56	13802
CONT 6285	17038
CONT 975	17037
CONT A40	17001
CONT A50	17002
CONT A65	17003
CONT A75	17005
CONT A80	17006
CONT C125	17011
CONT C145	17012
CONT C85	17008
CONT C90	17009
CONT E165	17013
CONT E185	17014
CONT E225	17015
CONT O200	17020
CONT O300	17022
CONT O300	17024
CONT O346	17033
CONT O360	17023
CONT O360	17025
CONT O470	17026
CONT O470	17027
CONT O470	17028
CONT O470	17029
CONT O520	17032
CONT O520	17035
CONT O520	17040
CONT O526	17030
CONT R670	17016
CONT R670	17018
DHAVXXGIPSY	20004
FCD 6410	26002
FCD 6440	26003
FRNKLN4A235	27011
FRNKLN4AC150	27002
FRNKLN4AC150	27003
FRNKLN4AC150	27004
FRNKLN4AC171	27005
FRNKLN4AC176	27006
FRNKLN4AC176	27007
FRNKLN4AC199	27008
FRNKLN4AC199	27009
FRNKLN4AC199	27010
FRNKLN6A4150	27024
FRNKLN6A4165	27025
FRNKLN6A4200	27027
FRNKLN6A8215	27030
FRNKLN6AG4	27028
FRNKLN6AV335	27020
FRNKLN6AV350	27043
FRNKLN6V4	27033
FRNKLN6V6245	27036
FRNKLN6VS335	27040
GE CF6	30020
GE CF700	30010
GE CJ610	30002
GE CJ610	30006
GE CJ805	30004
GE CJ805F	30005
GE CT58	30001
GE CT58	30008
GE CT7	30030
GLADENK5	37503
GLADENR5	37504
GULF R670	31701
JAC0BPR755	35006
JAC0BPR755	35007
JAC0BPR755	35008
JAC0BSR755	35003
JAC0BSR915	35005
LYC 0540	41532
LYC AL5512	41581
LYC LTS101	41560
LYC O145	41501
LYC O145	41502
LYC O145	41503
LYC O235	41505
LYC O290	41506
LYC O320	41500
LYC O320	41508
LYC O320	41509
LYC O340	41510
LYC O360	41511
LYC O360	41513
LYC O360	41514
LYC O360	41515
LYC O360	41522
LYC O360	41524
LYC O435	41516
LYC O435	41517
LYC O435	41518
LYC O435	41519
LYC O435	41520
LYC O435	41521
LYC O435	41523
LYC O435	41525
LYC O435	41526
LYC O480	41527
LYC O480	41529
LYC O540	41530
LYC O540	41531
LYC O540	41533
LYC O540	41534
LYC O540	41535
LYC O540	41538
LYC O541	41536
LYC O541	41539
LYC O720	41546
LYC R680	41540
LYC R680	41541
LYC R680	41542
LYC R680	41543
LYC R680	41544
LYC R680	41545
LYC T53	41552
LYC T55	41555
MNASCOC4	43504
ONAN B48	99999
PCKARDV1650	49001
PIGMAN5	37002
PORSCH6784	51001
PWA JFTD12	52047
PWA JT12	52042
PWA JT15	52060
PWA JT15	52112
PWA JT3C	52036
PWA JT3D	52039
PWA JT4	52037
PWA JT8	52044
PWA JT8	52046
PWA JT8	52048
PWA JT8	52049
PWA JT8	52051
PWA JT9	52050
PWA PT6	52043
PWA PT6	52053
PWA PT6T	52045
PWA R1340	52009
PWA R1340	52010
PWA R1340	52012
PWA R1340	52016
PWA R1690	52001
PWA R1830	52017
PWA R1830	52018
PWA R1830	52019
PWA R1830	52020
PWA R2000	52021
PWA R2000	52023
PWA R2800	52024
PWA R2800	52025
PWA R2800	52026
PWA R4360	52027
PWA R985	52006
PWA R985	52007
PWA R985	52008
PWA T34	52055
RROYCEDART	54503
RROYCEDART	54504
RROYCEDART	54505
RROYCEDART	54506
RROYCEDART	54507
RROYCEDART	54508
RROYCEDART	54509
RROYCEGIPSY	20005
RROYCEGIPSY	20006
RROYCEGIPSY	20007
RROYCETYNE	54510
RROYCEVIPER	10201

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